

# JAGUAR'S SHOCK RACING RETURN

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# AUTOCAR

FIRST FOR CAR NEWS AND REVIEWS

## 2016'S STAR CAR

# New Discovery

**SLEEKER, SPORTIER, PLUSHER** All-new look, but still a real Land Rover



'We've got no desire to upset current owners'

Gerry McGovern



**AUTOCAR  
IMAGE**

### FIRST VERDICT



### New Mégane GT

We rate Renault's latest hot hatch

### FIVE-CAR TEST



### Every Mustang driven

What the new Ford must live up to

### WHAT'S QUICKEST?



### 12,563bhp drag races

Cars vs bikes (and a giant truck)



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## NEW PEUGEOT 208

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Crazy horses: five previous generations of Ford Mustang driven

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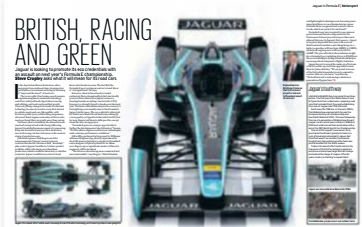
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Full story on new Land Rover Discovery



'The Huracán LP580-2 still feels like an urgent, explosively fast car'

Matt Prior, p32



44 Jaguar's Formula E plan revealed



64 Audi TT Roadster says goodbye



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What's quickest? Quarter-mile duels sort men from toys





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**THIS WEEK'S TOP FIVE**

**VIDEO**

**Best of 2015**

Ken Block and our other highlights of the year



**BLOG**

**Darren Moss**

Inside the new  
Mercedes-Benz E-Class



**NEWS**

**Autosport show**

Full preview of January's  
motorsport spectacular



**BLOG**

**Alan Taylor-Jones**

Why McLaren's 570S  
was my star car of 2015



**REVIEW**

**Ford Ranger**

Does Ford's pick-up  
make sense in the UK?



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# Why Jaguar's racing return makes sense

**JAGUAR'S ENTRY INTO** Formula 1 at the turn of the century came in a blaze of publicity, and yet the manufacturer slunk away in 2004 with just two podium places to show from five years of huge investment. The campaign was stymied by political in-fighting and bizarre publicity stunts, such as the time when precious diamonds were fixed to the nosecones of the racing cars to promote the movie Ocean's Twelve.

Now Jaguar – a company transformed since the F1 days – is making a return to single-seater racing in the electric FIA Formula E championship (see p22 and p44). Despite the harrowing experiences of F1, this could prove to be a smart move for them.

Jaguar Land Rover has already laid out how significant a role electric vehicles will play across its brands. Competing in Formula E will provide it with a 'skunkworks' in which to

develop technology and knowledge to feed back into future road cars.

Formula E may be some way behind F1 in terms of marketing impact, but flying below the radar isn't always a bad thing.



**MATT BURT** EDITOR

[matt.burt@haymarket.com](mailto:matt.burt@haymarket.com) @Matt\_Burt\_



# New Discovery to be plush but practical

Land Rover's fifth-generation seven-seat SUV promises radical new looks, a significant weight loss and a more upmarket cabin compared with Discovery 4; due late next year

**L**and Rover is putting the finishing touches to its radical fifth-generation Discovery model ahead of its launch next year.

The new Discovery will feature a lower, sleeker design inspired by last year's Discovery Vision concept and a plusher, more upmarket cabin that will be no less practical or versatile than that of the current model.

The new model will also be significantly lighter than the current car and come packed with new technology when it goes on sale late next year.

The new seven-seat model will crown a family of "a minimum of three" Discovery models, Land Rover design director Gerry McGovern revealed at the recent Los Angeles motor show.

The smaller Discovery Sport is also part of the family, and McGovern left the door open for another Discovery model below that car in size as Land Rover looks to explore new classes and bodystyles in order to cash in on a growing global SUV market that will soon top 20 million sales worldwide.

The new Discovery is set to be underpinned by the same bonded and riveted aluminium monocoque structure used beneath the Range Rover and Range Rover Sport models, two cars alongside which the new Discovery will be built at Jaguar Land Rover's Solihull plant.

This should contribute to a significant weight saving over the 2622kg kerb weight of the current car, which is underpinned by the strong but heavy T5 ladder chassis.

The core engine for the UK and Europe is set to be

an updated version of the 3.0-litre SDV6 diesel found in the current Discovery, as well as the Range Rover Sport and Range Rover models. Hybrid technology would appear ripe for the Discovery, but recent hybrid and electric research projects revealed by Jaguar Land Rover are not destined for production until the next decade.

Later in the Discovery's life, engines from the Ingenium family could find their way into the car, either in current four-cylinder form with mild hybrid systems, or in V6 guise,

if JLR further develops the new modular engine technology, as is widely expected.

Land Rover previewed the next-generation Discovery at the New York motor show in April last year with the Discovery Vision, a concept that McGovern said was "very important in terms of being a benchmark for new-generation Discovery models: the versatility of the car, the seats, the reconfigurability, how you use it inside".

The overall intention is to create a car that's sportier and more modern-looking




**AUTOCAR  
IMAGE**


MARK TISSHAW

## Will the strategy work?



FOR THE PAST few years, design director Gerry McGovern and other Land Rover executives have spoken of a 'three-pillar' model strategy. Within it, there will be three product lines: 'Luxury' Range Rovers, 'Leisure' Discovery models and 'Dual Purpose' Defenders.

The plan has always looked impressive during presentations, but the only real 'family' seen so far has been Range Rovers. It's been a deliberate decision. "There's been a lot of focus on Range Rover, but you need it to build revenue," says McGovern.

With revenues now up, attention has turned to expanding the Discovery range. The more upmarket Discovery Vision concept of 2014 set the blueprint

for this plusher, sleeker range of Discovery models (something that continued with the Discovery Sport), and McGovern says a more universally appealing design for the next-gen Discovery will increase its chances of success.

McGovern believes that the Discovery name could have as much equity as the Range Rover one in future when there is a full range of models, something he also believes to be true of the next-gen Defender range.

This new Defender family, due around 2017, will ensure that functional Land Rovers won't disappear from a line-up swelling with plush, premium products. "When you have a family of Defenders, you get the stretch back," says McGovern.

than today's car, but no less practical or versatile.

The production model, prototype versions of which are now regularly spied around JLR's Midlands base, stays true to the concept on the exterior at least, with only detail changes at the front and rear ends. The concept's radical, pared-back interior is unlikely to carry over as extensively as the exterior, however.

Despite the radical exterior styling departure, McGovern said there were still "certain guidelines" in designing any Discovery. He said there would always be a stepped roof to accommodate the "stadium seating" for seven people, a visible pillar in the side to break up the mass and optimum proportions to maximise the volume inside the car.

He said the Discovery was being made more premium and would be brought "deliberately closer to Range Rover". He added: "There will be a premium execution in Discovery, more Range →

Discovery Vision concept previewed the new model at 2014 New York show





**AUTOCAR  
IMAGE**



**SPY SHOT**  
NEW LAND ROVER  
DISCOVERY



← Rover-like. But we need to not confuse and get the balance right."

Despite the new design language, McGovern said the new Discovery "wouldn't be polarising". He said that, as much as he loved the current car, it was always seen as specialised in its design and ethos, so the new model would be "more universally appealing, without compromises". He added that he had "no desire to upset traditionalists; the trick is to bring them with you".

McGovern also spoke of the ever-closer ties between design and engineering and making sure the needs of both were met. He hinted that the Discovery would continue to have class-leading off-road

ability but in an altogether more stylish package.

"We won't back off from that capability, but it has to be appropriate and relevant," he said. "We need to be about more than that. It's a killer combination: core engineering technology and truly desirable and bespoke design with our own twist. Design is playing a more fundamental role with engineering. Not design to engineering's detriment, but a collaboration."

In addition to its class-leading off-road ability, the Discovery could also become home to new technology in development at JLR. This includes a laser scanning system that can automatically adjust the suspension and transmission based on the





Styling will be sleeker and sportier than that of outgoing Discovery

road ahead, a 'transparent bonnet' that projects an image of what's underneath the car onto the bonnet and the ability to control the car remotely to park it in tight spaces.

On the subject of a model smaller than the Discovery Sport, McGovern said: "We're not going to make cars any bigger." He added that cars needed to be lighter and more sustainable, with the use of lightweight composites and materials. These are "all things we're developing", he said.

"How small can you go with luxury? You usually think big, but we can go smaller. Can we go below the current Discovery Sport? We probably could. Across the range? Why not? All things are considered."

**MARK TISSHAW**

## No return for Freelander

**GERRY MCGOVERN HAS** ruled out the return of the Freelander name. The badge was dropped when the car was replaced by the Discovery Sport as Land Rover switched to three

model lines: Defender, Discovery and Range Rover.

Despite price and style differences between the two models, McGovern says a lot of Freelander owners have bought a Discovery Sport.



## History of the Discovery



### DISCOVERY SERIES I (1989-1998)

The Discovery arrived in the late 1980s to counter growing SUV sales from Japanese brands such as Toyota and Mitsubishi. The Range Rover had also been gradually pushed upmarket, leaving space for a more mid-market, practical, family-friendly vehicle.



### DISCOVERY SERIES II (1998-2004)

The Series II was a heavily overhauled version of the Series I, with Land Rover owner BMW sticking to the formula that had made the first car a success. New engines featured, as did a more practical cabin with improved luggage space.



### DISCOVERY 3 (2004-2009)

The third-generation Discovery was all-new, complete with a new look that ditched the external spare wheel at the rear and a new chassis featuring the cabin and engine bay constructed as a monocoque, with the gearbox and suspension built on a super-tough ladder frame chassis.



### DISCOVERY 4 (2009-PRESENT)

An overhauled Discovery 3, the Discovery 4 brought with it a whole host of engineering changes designed to improve reliability and refinement. The cabin was made more luxurious, while off-road ability was improved further with a modified Terrain Response system.



# 35 AWARDS

## NEED WE SAY MORE?



### CITROËN C4 CACTUS

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| F | G | H | E | R | E | F | T | G | Y | J | I | L |
| L | A | W | S | D | E | N | E | A | L | C | X | N |
| I | M | F | A | I | R | B | U | M | P | S | L | L |
| O | S | X | G | T | C | H | U | M | K | O | E | B |
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| R | T | Y | R | I | H | K | A | R | O | O | F | S |
| I | E | L | D | Q | C | V | C | T | Q | G | I | H |
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AUTOCAR  
IMAGE

# Hyundai eyes fuel cell future

Korean car maker plots bespoke, second-generation hydrogen-fuelled SUV with a 500-mile range

**H**yundai's next-generation hydrogen-powered car will be a bespoke design, as the firm bids to challenge the Toyota Mirai for supremacy in the emerging fuel cell market.

Both Hyundai and Toyota put the first mass-produced hydrogen fuel cell vehicles on sale this year, but while the Mirai is a bespoke design, Hyundai's model is based on the existing – and now superseded – ix35 SUV. Hyundai embarked on the project using an existing platform as a result of its pledge to sell a hydrogen car to any customer anywhere in the world and without a lead time of more than three months.

To date, Hyundai has only confirmed that sister brand Kia will launch its own dedicated fuel cell vehicle

in 2020, but it now seems certain that it will be twinned with a fresh launch from Hyundai prior to that.

"We will launch a dedicated vehicle, although it is not clear what vehicle type it will be based around," said Sae-Hoon Kim, Hyundai-Kia's head of hydrogen fuel cell research.

"Developing a bespoke car offers clear advantages. For instance, the larger the radiators on a fuel cell car the better, and you can see on the Mirai that they have developed a cooling solution that helps with that scenario."

Speculation suggests that Hyundai will stick with an SUV bodystyle for its car; global sales of SUVs continue to boom, and it would allow the firm to develop a cohesive look for the range of eco-friendly cars it is planning to launch,

the first of which, the Prius-rivalling Kia Niro crossover, was shown last month.

Kim suggested that a target range of 500 miles per charge and a top speed of 110mph were realistic; today's ix35 FCV manages around 375 miles and 100mph.

"Our issue is that all customer feedback says range and boot space are the priorities, but of course a larger fuel tank impinges on boot space," he said, adding that Hyundai was looking to the aerospace industry for further technology learnings.

The ix35 FCV is priced at £53,105, while the Mirai costs £66,000. However, most customers are leasing the cars for business fleets, allowing the cost to be covered in instalments and offset.

**JIM HOLDER**

## Q&A SAE-HOON KIM, HEAD OF FUEL CELL RESEARCH

### Why will hydrogen prevail?

"Every solution leads to hydrogen; either you use renewable energy sources to create and store hydrogen, or you use traditional fuels like coal to create hydrogen. Either way, hydrogen is the way to store energy and control supply and demand."



### Isn't hydrogen dangerous?

"Something that isn't explosive doesn't produce energy; all fuel is dangerous. But the hydrogen tanks are subjected to extreme safety tests and pass them."

### How quickly will fuel cell car technology progress?



"Very fast. In the past 60 years performance has improved 200 times. That rate is increasing. Battery and fuel cell will co-exist, but fuel cell is the best powertrain for larger vehicles."

## Hybrid, plug-in and EV Ioniq sets sights on Prius



OFFICIAL PICTURE

HYUNDAI HAS ANNOUNCED plans to take on the Toyota Prius with a new electric, hybrid and plug-in hybrid model.

The Ioniq, which was spotted testing earlier this year and is due to be launched next year, is billed as the first model from any manufacturer to be offered with three powertrain options within a single body type.

Hyundai says the Ioniq "breaks the mould" for hybrids.

"As the world's first model to offer customers the choice of three powertrain options, the Ioniq combines class-leading fuel efficiency with a fun,

responsive drive and attractive design – a unique mix not yet achieved by a hybrid vehicle," the company said.

The new model is built on a brand new platform, which is shared with sister brand Kia for the new Niro, also due to be launched next year. Hyundai says the new model's chassis has been optimised to deliver "responsive handling while remaining efficient in each of its three powertrain configurations".

In fully electric form, power is drawn from a lithium ion battery. In plug-in hybrid form,

the electric motor is joined by an efficient petrol engine, while in conventional hybrid guise the petrol engine charges the on-board battery.

While Hyundai hasn't specified which petrol engine will be used in the Ioniq, it is understood that it will be the 1.6-litre four-cylinder unit already used by the i30.

The Ioniq will make its global debut in Hyundai's home market of Korea in January, before heading to the Geneva show in March. The car is set to be on sale in Europe before the end of next year.





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**PORSCHE**



Volvo XC40 is expected to go on sale in 2017

AUTOCAR  
IMAGE

# XC40 to lead Volvo small-car push

Compact SUV will spearhead a new family of small Volvo models; new hatch and saloon to come, too

**V**olvo will launch the XC40 SUV to lead a major expansion of its small car line-up, starting in 2017.

The Swedish manufacturer started revamping its model range at the top end, first with the XC90 and then the S90, but by 2019 the first of those cars will be the oldest model in the company's line-up and its baby cousin, the XC40, could well be the firm's biggest seller.

Volvo boss Håkan Samuelsson confirmed the plan to build a small SUV and extend the '40' range at the recent S90 launch. "We want to build a broader range of '40' cars," he said. "Today we only have the hatchback, but we want more, and with the new technology that we're working on, we will have the means to expand the line-up."

"Highest on my list is a small SUV, because that's where the market is going," he added.

The XC40 will sit on Volvo's new Compact Modular Architecture (CMA), which is being developed in partnership with the brand's Chinese parent firm, Geely. CMA is designed to be premium enough to allow Geely to develop more upmarket products while supporting a more profitable, wider range of Volvo's 40-series models. These will include a successor to the Volkswagen Golf-rivalling V40 hatchback and a small saloon called S40, in effect a rival for the Audi A3 saloon and BMW's upcoming 2 Series saloon.

However, the charge is likely

to be led by the XC40, which has already been spied testing. Development mules based on a jacked-up V40 have shown how much taller the XC40 will be. It will feature an extremely upright stance, making it more of an SUV than the crossover-like Mercedes-Benz GLA and the new Infiniti QX30. It's likely to feature a version of Volvo's new concave front grille, but standard editions will get less sophisticated headlights than the so-called 'Thor's Hammer' LED arrangement that features on the S90 and XC90.

As with the larger Scalable Platform Architecture (SPA), used under the XC90 and S90, CMA will be engineered for comfort more than outright agility. It will get a cheaper rear suspension arrangement than SPA's composite leaf spring set-up, though – most likely a relatively simple torsion beam.

CMA will also be engineered for hybrid powertrains, with Volvo insiders claiming the firm has achieved some "strong solutions" in packaging a small electric motor along with the gearbox. Volvo's head of R&D, Peter Mertens, said: "Small diesels are becoming harder and harder to justify in small cars, because of the costly technologies that are required to make them comply."

That could be a sign that Volvo is considering using a small petrol-electric hybrid powertrain in the cleanest 40-series models – with a set-up based around its new turbocharged 1.5-litre

three-cylinder engine – instead of a conventional turbodiesel. Samuelsson also hinted at this. "I think in the future, and independently of 'dieselgate', we will see some more petrol sales, and of course, more electrification – the mix of a small petrol engine and an electric motor," he said. "We will have it on all of our cars."

The extended line-up of 40-series models will allow Volvo to develop three distinct production sites around the world. The V40, S40 and XC40 will all be produced out of the firm's facility in Ghent, Belgium, while the XC90 and S90 will be made in Torslanda, near Gothenburg, Sweden, and the XC60 and S60 will come out of a new facility in South Carolina in the United States.

**JOHN McILROY**

## SPY SHOTS VOLVO XC40



## Custom Volvos on the way

**VOLVO IS LOOKING TO launch a bespoke service for customers who want more luxury or unique colour schemes on their cars.**

**An appetite for high-end**

Volvos became clear when First Edition XC90s, priced at £68,000, sold out within 48 hours despite being available in only one colour and trim option. Volvo says it

sees increasing demand from high-end customers who want to customise their cars.

"Work is ongoing to see what opportunities are there," said Iain Howat, Volvo UK's head of product. "If we do something, it would be along the lines of what they do with the Range Rover Autobiography. But we have to get the basics right. There are active discussions and mock-ups based on the Concept 26 interior have been made, which look very close to production."







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Official fuel consumption for the Fabia Hatch range in mpg (litres/100km): Urban 46.3 (6.1) - 72.4 (3.9); Extra Urban 67.3 (4.2) - 91.1 (3.1); Combined 58.9 (4.8) - 83.1 (3.4). CO<sub>2</sub> emissions for the Fabia range are 110 - 88 g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results. Standard EU Test figures for comparative purposes and may not reflect real driving results. Our CO<sub>2</sub> and consumption values are provisional and are currently under review. Revised values will be published if necessary.



## Confidential

THE 'CHELSEA TRACTOR' phenomenon lives on, if sales of the new Volvo XC90 are to be used as a barometer of large SUV sales in Britain. Volvo's Chiswick dealership is currently selling the highest number of new XC90s in the UK, despite its outer-London location.

THE NEW VOLVO S90 will not be launched with an ultra-high-spec limited-edition run, as the Volvo XC90 was. Although all 1927 examples of the £68,000 First Edition XC90 sold out in less than 48 hours, the company said the promotion's success could not be repeated if it was employed for every new launch.



VOLVO UK WILL continue to expand online sales and pop-up stores in shopping centres – but never at the expense of existing dealers, according to MD Nick Connor. "Every manufacturer will go online," he said, "and we've all seen pop-up stores working well. Our industry is about getting in front of customers."

GIULIO PASTORE, Maserati's European general manager, believes the firm must never sell more than 70,000 cars, otherwise it will lose its exclusivity. "That is the upper limit," he said. "We have strict rules we must adhere to – and a brand in the group in Alfa Romeo that can sustain bigger volumes. Maserati must mean exclusivity."

MARUTI-SUZUKI HAS a 52% market share in India, which has a population of more than one billion, and it's aiming to eventually have a garage or dealership every 17 miles. There are around 3000 dealers in India already, some servicing 250 cars a day, and the manufacturer estimates that it builds a new car every 16 seconds.



# Seat bids to be 'unique'

Chief Luca de Meo wants to find fresh ways to differentiate Seat and its cars

New Seat boss Luca de Meo believes his company has "a historic opportunity" to lift itself away from the Volkswagen-led mainstream and "become a front-runner in some important areas" as a result of the recent upheaval at its Wolfsburg-based parent.

De Meo (right), who took command at Seat barely six weeks ago, believes the recent announcement by group chief Matthias Müller that divisional managements should be more devolved in future may allow Seat to

be a leader in areas such as infotainment, "rather than just living under the same umbrella" as the rest of the group divisions. "I have some ideas already," he said, "but they are only ideas."

For now, de Meo is intent on implementing departing boss Jürgen Stackmann's "solid and logical" model and business plans, which are understood to involve introducing two brand-new SUVs. The models will allow Seat access to 80% of the car market, not the current 50%.

De Meo is confident Seat

is close to its long-sought profitability, as a result of "good foundations" laid by his predecessor Stackmann, and Brit James Muir before that.

He believes the existing plan should continue for the next two or three years. "But it is my hope, my dream and my aspiration to find ways



to make us unique," he said. "In most automotive fields, people are learning by

doing at present. This puts us at the same level as everyone else, and we also have access to premier league technology from the wider group."

De Meo also dismissed suggestions that his former Fiat connections might lead him to "do an Alfa Romeo" with Seat.

"When you're talking about branding, benchmarking yourself against someone else just doesn't work," he said. "It means you'll always be second. Our task is to find our own formula." **STEVE CROPLEY**

# VW Group brands to get more autonomy



VOLKSWAGEN BOSS Matthias Müller has said he will not allow the emissions scandal to "paralyse the company" but instead use the situation as a "catalyst for change".

Speaking at the firm's Wolfsburg headquarters, Müller (left) reiterated that VW's five-point recovery plan will help to restore the firm's "excellent past reputation".

The plan, revealed last month, hinges on fixing engines affected by the emissions scandal, reducing costs, creating new synergies within

the VW Group and creating a more open corporate culture.

"Our first priority is the technical solutions for our customers," said Müller. "Customers want to know how the manipulations came about. They want their vehicles put right as soon as possible."

"Our second priority is establishing the truth with internal auditing."

Müller said a plan to decentralise the group's structure was always on the cards, but the dieselgate scandal had forced the plan

to be enacted faster than expected. The realignment hinges on the firm's various brands and regions having greater autonomy than before, with the central VW Group focusing more on new strategies and synergies.

The new group structure will begin to be implemented in the first quarter of next year, with the full realignment completed by the start of 2017. More detail about how VW will operate in the future will be revealed next April, when it publishes its full 'Strategy 2025' plan.

## LONDON IN EV SHARING SCHEME

A new electric car sharing scheme will be launched in London early next year. It aims to put about 3000 electric cars on London's streets by 2019. Bolloré's four-seat Bluecar will be used in the project, which is similar to one in Paris.



## CITROEN RESURRECTS 'MEHARI'

Citroën is bringing back the Mehari name for an new all-electric four-seat convertible, which will go on sale in France next spring. No UK sales are planned for the e-Mehari, which promises a 124-mile range and a top speed of 68mph.







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Official fuel consumption in mpg (litres/100km) for the ŠKODA Octavia Range: Urban 33.6 (8.4) to 72.4 (3.9), Extra Urban 51.4 (5.5) to 88.3 (3.2), Combined 43.5 (6.5) to 80.7 (3.5). CO<sub>2</sub> emissions for the ŠKODA Octavia Range: 147 to 90g/km. Standard EU test figures for comparative purposes and may not reflect real driving results. Our CO<sub>2</sub> and consumption values are provisional and are currently under review. Revised values will be published if necessary.



SLC43 is powered by a 362bhp twin-turbo 3.0-litre V6



OFFICIAL PICTURES 

# Facelift and new name for SLK

Mercedes-Benz's new SLC roadster is headed by a twin-turbo V6 AMG model; on sale next spring

**M**ercedes-Benz's AMG performance car division has resurrected the '43' model designation on a new range-topping version of the SLC, the facelifted version of the roadster previously known as the SLK.

Pictured here ahead of a planned public debut at next month's Detroit motor show, the SLC43 replaces the SLK55 AMG. Power for the heavily reworked rear-wheel-drive roadster hails from the same twin-turbocharged 3.0-litre V6 as that of the S400 Coupé.

With 362bhp and 384lb ft of torque, the new engine delivers 53bhp and 14lb ft less than the naturally aspirated 5.5-litre V8 used by

its predecessor. But while the SLK55 developed its 398lb ft of peak torque at 4500rpm, the SLC43's can be tapped from 2000rpm, suggesting the new model will offer more flexible performance.

The SLC43's 0-62mph time is put at 4.7sec – 0.1sec slower than the SLK55 – while top speed is limited to 155mph.

The SLC43 is fitted with Mercedes' latest nine-speed automatic gearbox, which features five driving modes, rather than the seven-speed AMG Speedshift automatic used by the SLK55.

The move to the smaller-capacity engine has brought about a 2.5mpg improvement in combined fuel economy,

at 36.2mpg, with a CO<sub>2</sub> output of 178g/km.

The '43' model designation was first used in 1997 on the C43 AMG, a performance saloon powered by a normally aspirated 4.3-litre V8.

Other changes introduced on the SLC include a new SLC180 entry-level model. It runs a turbocharged 1.6-litre engine developing 154bhp and 184lb ft, but it isn't coming to the UK.

The SLC200 also receives a new engine, with the previous 1.8 in the SLK200 replaced by a turbocharged 2.0-litre four-pot unit delivering the same 181bhp as before but an added 22lb ft, at 221lb ft.

The SLK250 is replaced by the SLC300, which uses

a higher-output version of the SLC200's 2.0-litre turbo engine producing 242bhp and 273lb ft. No direct replacement for the six-cylinder SLK350 is catered for in the new line-up, which is set to go on sale in the UK next spring.

The sole diesel is the SLC250d. It uses a carry-over version of the 2.0-litre engine used by the SLK250 CDI, with outputs remaining the same at 201bhp and 369lb ft. The SLC250d promises economy and CO<sub>2</sub> figures of 64.2mpg combined and 114g/km.

Styling changes include a new front bumper with larger ducts for improved engine bay cooling, an altered grille and revised

headlights with integrated LED daytime running lights. At the rear, there are new LED tail-light graphics and a reprofiled bumper with integrated tailpipes and a more pronounced diffuser element.

The SLC's folding hard-top has been revised so that it can now be opened without having to manually set the luggage cover in place in the boot. It now operates at speeds of up to 25mph, too.

The SLC retains the SLK's dashboard but features revised instruments, new trims, a larger multimedia screen and a new three-spoke steering wheel, along with changes to standard safety equipment.

**GREG KABLE**

## BMW hints at self-driving concept for centenary

BMW IS LINING up an autonomous driving concept as part of its centenary celebrations next year, head of sales and marketing Ian Robertson has suggested.

At a briefing in London, Robertson talked extensively about the "moral dilemma" of fully autonomous cars – and then hinted that the firm would show new developments in this area as part of its birthday, which falls on 7 March.

"We've reached the 'feet off' phase of autonomy," he said,

"and now we're in the 'hands off' and 'eyes off' phase, but only for brief periods. The next phase will be 'brain off', but while the technology could be there in, say, 10 years' time, other factors probably mean it's 15 years away.

"One of those factors is what you could call the moral dilemma. In a situation where a truck is going to hit your car, what does the autonomous car decide to do: save you by swerving out of the way, swerve into the

path of another vehicle and possibly kill someone, or hit a pedestrian, or does it simply decide that, yes, the truck is going to hit you? We're not ready for that."

Asked about BMW's preparations for its centenary, Robertson said: "There will be some products we will share. But while we will celebrate a century of being in business, we will predominantly be looking at the century ahead. Maybe what I've been alluding to will be the direction of that."

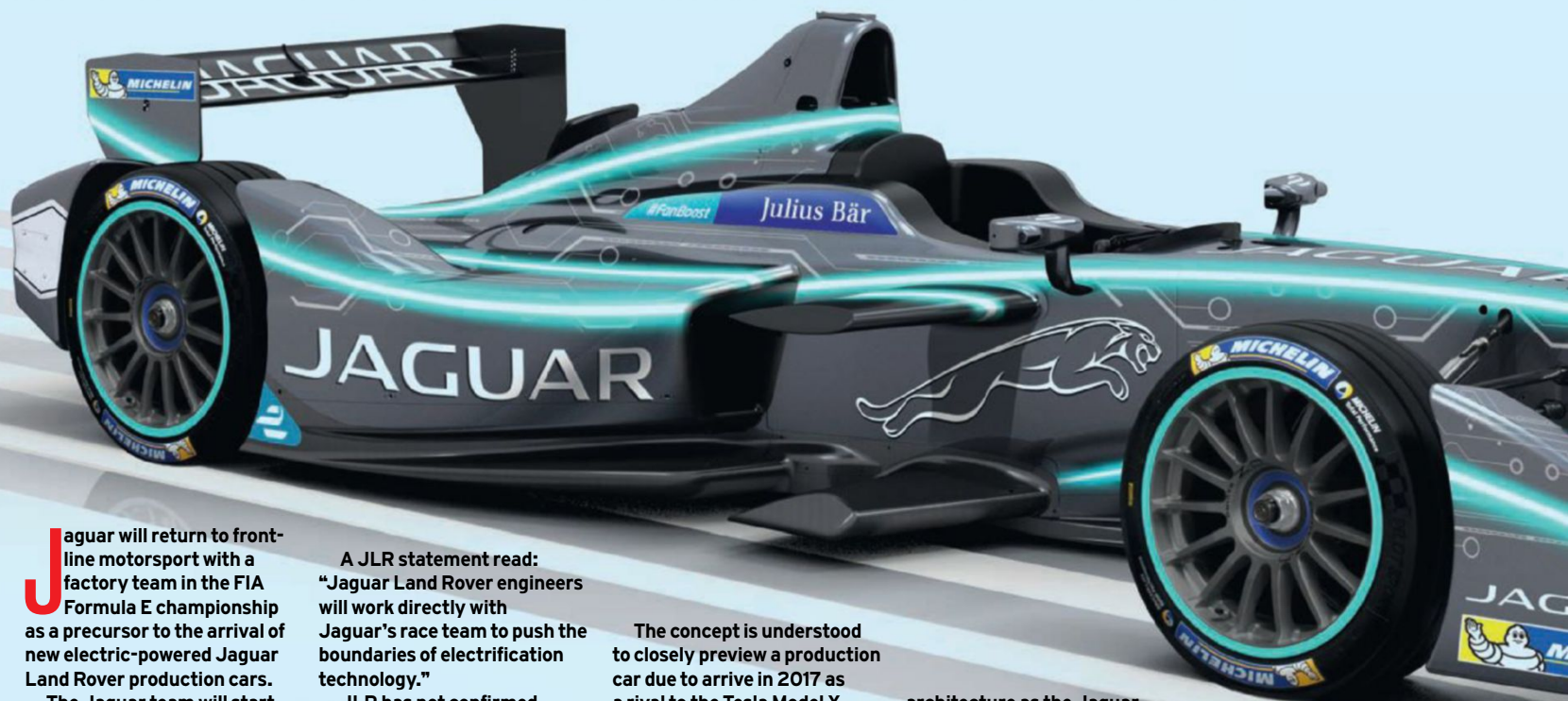


BMW's autonomous tech is now in the 'hands and eyes off' phase



# New electric Jaguar to follow Formula E debut

Jaguar will race in electric Formula E series in 2016 and is tipped to be readying a Tesla Model X rival



**J**aguar will return to front-line motorsport with a factory team in the FIA Formula E championship as a precursor to the arrival of new electric-powered Jaguar Land Rover production cars.

The Jaguar team will start racing next autumn in the third season of the Formula E championship. JLR has said the championship "offers a unique opportunity for Jaguar Land Rover to further the development of future EV powertrain, including motor and battery, technology".

A JLR statement read: "Jaguar Land Rover engineers will work directly with Jaguar's race team to push the boundaries of electrification technology."

JLR has not confirmed which of its brands will launch its first electric car or when it will happen. However, Autocar understands Jaguar is readying a radically styled electric crossover for the Paris motor show next autumn and the timing will coincide with Jaguar's entry to Formula E.

The concept is understood to closely preview a production car due to arrive in 2017 as a rival to the Tesla Model X. The styling is understood to heavily reference the C-X75 supercar concept. A range of around 300 miles for the battery-powered vehicle has been mooted, as has a price of around £60,000.

The car is understood to sit on the same aluminium

architecture as the Jaguar XE, XF and F-Pace and have industry-leading electric technology, possibly including in-wheel electric motors.

Jaguar's race team will work with Williams Advanced Engineering, the pair having collaborated on the C-X75 concept car, a plug-in hybrid.

Formula E will act as a live test bed for developing electric technology for JLR vehicles and engineers from the road car side will work closely with the race team. **MARK TISSHAW**



Jag design boss Ian Callum wants XJ to remain style-led

## Jaguar will replace XJ,

JAGUAR DESIGN CHIEF Ian Callum has confirmed the XJ will be replaced and additional model lines, rather than new bodystyles of existing cars, are being investigated.

Talking about a new XJ, he said: "We're looking at that now, and other things, too – other car lines, additional ones. [We'll] continue to grow."

Callum, speaking to Autocar at the recent Los Angeles motor show, wouldn't be drawn on precisely where the growth would come from but did say capacity issues would stunt

any immediate new models.

"The reality is a capacity issue. It's the biggest restraint," he said.

Jaguar Land Rover's annual sales should reach full capacity of around 650,000 units across its three UK factories once the Jaguar XE and F-Pace models are fully ramped up. A further factory is due to open in Slovakia in 2018 (see separate story, above).

"JLR doesn't want to be BMW or Audi in size," he said. "Chasing volume relentlessly is a problem. We don't have



## JLR to build cars in Slovakia from 2018

JAGUAR LAND ROVER has confirmed its new factory will be built in Nitra, western Slovakia, and will open in 2018.

The announcement follows the signing of a letter of intent filed earlier this summer. JLR says it is the first British car maker to open a production facility in the country.

Construction of the new factory will start next year



and the first vehicles will come off the production line in late 2018. The factory will eventually employ 2800 people and forms part of a £1 billion investment by the firm.

The factory is intended to help JLR substantially increase its production. Although the factory will initially have a capacity of 150,000 vehicles per year, that figure could double over time. This would help to take JLR's global output closer to 800,000 vehicles a year.

The plant will build the latest, lightweight aluminium JLR models and is being designed to add to existing plants rather than replace them.



» More on Formula E and Jag's racing return p44

## says design chief

aspirations for more than a million a year between us. You can lose prestige."

Callum said Jaguar is unlikely to follow BMW or Audi in making multiple bodystyles of the same car but will instead look at adding more model lines.

"We'd like to do more volume of the cars we've got. That's where growth will come from: additional lines," Callum said.

When asked about a model smaller than the XE, Callum said his team

were "continuously talking about a smaller Jaguar" but added there was "nothing planned" for a production model. He also ruled out a return of the XK.

As for the XJ, Callum believes the design of the current car "still stands out on its own. People think it's brand new if they haven't seen it before". He hinted that there was a push within the company to make the next XJ more practical, but he believed it should still major on style.

Tester's Notes

## Matt Prior



Mad Max: Fury Road is spectacular, but is it a good car chase?



Finally, the other day I got around to watching Mad Max: Fury Road, while on one of two long-haul flights needed to drive a new car for, ooh, about 20 minutes. I'll come to that another time.

Fury Road is spectacular, no question. I wouldn't argue that it wasn't a no-holds barred, adrenalin-fuelled thrill ride. But it is, in effect, an hour-long car chase to nowhere in particular, followed by an hour-long car chase back again, after which our eponymous hero appears to be considerably worse off than when he started. No wonder he gets his nickname if that's the kind of thing he goes through often, which he seemingly does. About the best thing that happens to him is in the first few seconds, when he stands on a two-headed gecko and eats it alive.

But it's the car chase I'd been looking forward to, having noted that the film received a 97% up-thumbing on the film review aggregation website

## There's a reason why car chase purists value films like Le Mans and Ronin above others

Rotten Tomatoes and the trailers were more than 97% car chase. Vehicle chases, anyway. In Mad Max, there's every chance it involves a motorcycle, monster truck or actual truck, too.

No denying, though, it has levels of shock and awe hitherto undelivered by automotive cinematic capery, thanks to real and computer-enhanced action. But is it a good car chase? By which I mean one that's thrilling to watch but that keeps its physics embedded in realism. That is a slightly different

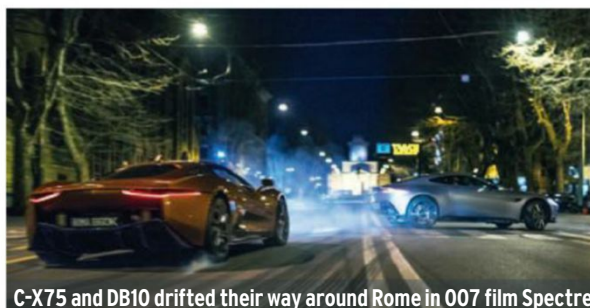
question, and one whose answer I'm not quite so convinced by.

It isn't alone. Not so long ago I watched Rush, the Hunt/Lauda race flick. There are some exceptional driving shots, but it couldn't help but get a bit carried away with trying to make a spectacle, too. There's a scene early on where two protagonists take each other out on circuit, and the film cuts to an overhead shot of the two cars spinning with such inexplicable physics that it reminded me of the 1980s computer game Spy Hunter.

And then there's Spectre, the most recent Bond flick, which has two chases of note. One is a synchronised drift-off between a Jaguar C-X75 and Aston DB10, around Rome. The other is on snow and features Land Rovers.

Now, I suppose you shouldn't expect too much from a Bond car chase, but I find it slightly deflating that The Bourne Identity got more out of one chase scene with a Mini and a few old Citroëns than Bond did with priceless concept cars and a plane with no wings.

Look, this isn't a big deal. They're all enjoyable capers. But there's a reason why car chase purists value films like Le Mans and Ronin above others. The human eye is quite skilled at spotting perilous situations and believable physics. Keep those right and, by my reckoning, the spectacular doesn't have to be turned all the way up to 11.



C-X75 and DB10 drifted their way around Rome in 007 film Spectre

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Official fuel consumption for the Yeti range in mpg (litres/100km): Urban 37.7 (7.5) – 53.3 (5.3), Extra Urban 50.4 (5.6) – 68.9 (4.1), Combined 44.8 (6.3) – 62.8 (4.5). CO<sub>2</sub> emissions for Yeti range are 147 – 118g/km. Standard EU Test figures for comparative purposes and may not reflect real driving results. Our CO<sub>2</sub> and consumption values are provisional and are currently under review. Revised values will be published if necessary.



A Week In Cars



# Steve Cropley



## MONDAY

Christmas week doesn't always bring presents. For us, it brings a firm, no-backsliding departure date for our Suzuki Celerio, now with 6000 miles on the clock. Its disappearance may not strike you as the greatest of all tragedies, but this little car has wormed its way into our affections in the best possible way, by underpromising and overdelivering.

For six months, I have enjoyed boasting about this car's top-value pricing and spectacular fuel economy. It'll be a long time before another petrol car on our fleet delivers 60mpg-plus without trying, and it can take you on a 75mpg journey any time you're willing to conduct it with a bit of care.

## TUESDAY

To Jaguar Land Rover's engineering nerve centre at Gaydon, near Warwick, to meet chief engineer Nick Rogers and discuss the company's much-anticipated announcement – via a new Jaguar entry in Formula E racing – that in the next few years' time it will launch a range of battery electric cars for the showroom.

Jaguar people must have done plenty of soul-searching

## Two warring phone bidders propelled a concours-winning XK150 to £425,000

before entering another single-seater racing code, given how poorly they were rewarded in Formula 1 in 2000-2004. But the cost/benefit thing is very different this time; Formula E is working well and carries all the right references to the road cars of the future. JLR has an experienced partner

in Williams, already busy at the heart of the action. Rogers is hugely enthused about the project. Who'd have expected, even a couple of years ago, that we'd see an electric Jag single-seater racing through Battersea Park? Not me.

## THURSDAY

Since chatting to Jaguar's former chief test driver, Norman Dewis ('Flat out at 95', 9/16 December issue), I've become obsessed with affordable Jaguars, spending all available time with my nose buried in the Pistonheads classifieds. The car that attracts is the XJ12 Series III, whose Pininfarina-modded shape makes it look wonderful. And they're still affordable. But could I cope with 12-15mpg in this day and age? Probably not.



A Jaguar XJ12 is tempting, but not the thought of 12-15mpg economy

## FRIDAY

My biggest hope for 2016 has to be that sensible ways will be found through the Volkswagen 'scandal'. I know a small element of the company's management has grievously betrayed our trust (will those miscreants ever be identified?), but 600,000-plus VW employees feel betrayed, too.

Thinking of ways to bankrupt their high-achieving firm – especially when 'affected' cars are functioning as well as they ever did – strikes me as fatuous in a season of goodwill. Surely, it'd be more sensible for testing authorities to forget retribution and work harder at devising realistic and foolproof procedures for the future.

## SUNDAY

Arose early and presented myself at Bonhams' classy Bond Street auction. Star of the show

was probably Donald Healey's personal 1953 100S Coupé, a one-off, which sold at an eye-watering £639,000, £200k more than the estimate. My own favourite, a Frazer-Nash BMW 328 owned by band leader Billy Cotton, went for £617,000.

However, I'll always remember this sale for what auctioneer James Knight described as "a classic flier": the extraordinary sale of a concours-winning Jaguar XK150 drophead, estimated at £100k-£120k, which two warring phone bidders propelled to £425,000. At one stage Bernie Ecclestone, seated in the front row, took an interest, but he sensibly dropped out. The irony for me was that the event became a macho tussle between unidentified phone bidders; having won, the new owner wasn't even able to collect the usual post-sale kudos.

## And another thing...

Will Palmer, Jonathan's second son, took a superb victory in this year's McLaren Autosport BRDC young driver competition. Insiders say his emphatic victory promises a stellar career.



steve.cropley@autocar.co.uk

@StvCr



# FIRST DRIVES

This week's new cars

## QUICK FACTS

PRICE £25,000 (EST)  
ON SALE SUMMER 2016

# Renault Mégane GT Energy Tce 205

**9.12.15, Portugal** With stylish looks, premium aspirations and a Renaultsport-tuned GT model, the Mk4 Mégane promises to give the likes of the VW Golf more of a run for its money this time around





**T**his fourth-generation version of the Renault Mégane is pitched directly at the likes of the Volkswagen Golf and Ford Focus, so whichever way you cut it, the new five-door hatchback is going to face stiff competition.

To succeed, it needs to be a significant step up from its predecessor, which has been around since 2008. As such, this Mk4 version is no gentle overhaul badged an all-new car. Underneath, it sports the Renault-Nissan Alliance's new CMF platform, as found in the recently launched Renault Kadjar. Allied to it are MacPherson struts up front, a torsion beam set-up at the back, disc brakes all round and electrically assisted power steering.

Power for the new front-wheel-drive hatch comes from a range of modern turbocharged petrol and diesel engines, some of which are offered with dual-clutch automatic transmissions. On the cosmetic front, the exterior styling reflects that of Renault's more recent offerings, and you'll find a modern interior that's reputedly made from finer materials. The equipment list has also been overhauled and now features upmarket options that include a new infotainment system. Exact prices and specifications have yet to be confirmed, though, because we're driving the car some six months before it's due in the UK.

Our first taste of the new range →



Renaultsport's fingerprints can also be found on this model's engine and suspension



# WE ARE ALL RACERS



## THE HIGH PERFORMANCE TYRE FOR RACERS.

**MICHELIN PILOT SPORT CUP 2,  
Approved for the PORSCHE Cayman GT4.**

When it comes to high performance, Porsche and Michelin share the same passion for perfection. So when the uncompromising Cayman GT4 needed a new level of contact with the ground, Porsche and Michelin worked shoulder

to shoulder to craft, test and finally codevelop a truly exceptional high performance tyre. It's simply the latest chapter in more than fifty years the pair have spent together pursuing excellence on the road and in motorsport. No wonder that Michelin has been selected by Porsche as its strategic partner for tyres.

Release your inner racer and discover the MICHELIN high performance tyre range at:  
[www.michelin.co.uk](http://www.michelin.co.uk)



**MICHELIN Pilot Sport Cup 2**  
the track tyre suitable for everyday use. Thanks to MICHELIN Total Performance you can enjoy high performance and optimal safety together in total confidence.







← was in this flagship Mégane GT. It's Renaultsport's first interpretation of the new car and packs a host of upgrades that extend far beyond the cosmetic. Up front, you'll find a derivative of the powertrain found in the Clio RS 200 Turbo. The turbocharged 1.6-litre petrol engine produces 202bhp and 207lb ft and drives the front wheels via a seven-speed EDC dual-clutch automatic gearbox. Renault claims a 0-62mph time of 7.1sec and a top speed of 145mph.

The GT benefits further from Renault's 4Control active four-wheel steering system, launch control and a new 'multi-change-down' feature for the transmission. When braking, this means that you can skip multiple ratios in one hit, rather than having to work your way sequentially through them. The GT also features Renaultsport-tuned suspension, a faster-acting electrically assisted

steering rack, bigger front discs and twin exhausts.

Initially, the Mégane GT proves to be a charming car. There's an air of quality to it, imbued by crisp lines, accurate panel gaps and doors that close with a solid feel. Similarly, the smartly styled interior, trimmed with soft-touch materials in key places, lends the GT a high-end feel.

This positive impression continues to build when you're on the road. The car is quiet, with only a little wind flutter from the A-pillars at motorway speeds, and it's comfortable, with plush, supportive seats. Visibility is good, it's simple to position the car on the road and its kerb-to-kerb turning circle of 10.4 metres undercuts that of many rivals.

However, where it all goes a little south for this GT model is with its handling and performance. Although its steering has adequate heft and precision and is a snappy

2.3 turns lock to lock, there's precious little extra weighting in faster corners. There's not much feedback, either, resulting in a numb, dissociated feeling.

At lower speeds the 4Control system permits the front and rear wheels to turn in opposite directions, in effect pivoting the car and improving agility. At higher speeds the wheels steer in the same direction, bolstering stability during lane changes. It's a great benefit on the motorway, but on slower, more challenging roads the GT's tail-steering effect can be too rapid, pronounced and disconcerting, making the car's responses harder to judge.

However, there's plenty of grip at the front end and the body's movements are controlled well, although many drivers may find it softer than expected. Stopping power is decent, but a lack of pedal feel and

well-defined bite detract further from the GT's focus.

A performance hatchback needs to have a suitably willing and evocative powertrain if it's to be a true success, but the Clio RS 200's turbocharged 1.6-litre engine and EDC transmission have never been particularly well received. Little has changed, so it remains similarly ho-hum here. The key gripe is with the EDC gearbox. Driven gently, it unobtrusively shuffles through its ratios and is rarely annoying. Push a little harder, though, and it can hesitate, slur or intermittently shift far harder than you might expect. Its inconsistency soon grates, and sluggish manually commanded shifts will irk those expecting Volkswagen DSG-like responses.

We can't fault the launch control system, though. In Sport mode, stand on the brake, pull both paddles, pin the accelerator and release the →



There's enough space for 6ft passengers in the rear, but reckon on only two abreast for adults; the GT, as befits its name, proves a quiet and comfortable high-speed cruiser



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◀ brake and you're granted repeatable, controllable and swift standing starts. Traction is good, but you do get some torque steer following hefty throttle applications on undulating or rougher surfaces.

The engine doesn't sound all that good, either, particularly when approaching the 6400rpm redline. It has a coarse nature to it at higher crank speeds, curtailing your inclination to explore the upper rev range. It has a pleasant enough warble in the mid-range, but it's far behind the likes of a Focus ST in terms of aural appeal.

That said, it puts down pretty decent numbers. A torque output of 207lb ft isn't much compared with many 2.0-litre alternatives, but the Mégane pulls eagerly in gear and otherwise feels suitably sprightly. Four driving modes are offered, allowing you to adjust aspects that

include the accelerator response and steering weight, and there are noticeable differences.

Of course, hatchbacks must also be practical, and the new Mégane has a lot in its favour. It's easy to get comfortable thanks to a wide range of adjustments, spacious footwells and a wide cabin. There's a rest for the driver's left foot, too, improving comfort over longer distances, and a customisable digital dashboard relays with clarity what's going on.

In the back, there's plenty of room and even 6ft passengers won't struggle. That said, there's only really seating for two adults abreast, and those in the rear will have their forward view dominated by the towering fixed headrests on the front seats. There's better news when it comes to the boot. You have to overcome a bit of a lip when you're loading luggage into it, but it offers a

lot of space. At 384 litres, it's bigger than a new Vauxhall Astra's boot, and just bigger than a Golf's. As standard, the seats split and fold 60/40.

Our car was also fitted with Renault's new 8.7in touchscreen infotainment system, which will be offered as an option outside of the higher trim levels. It looks smart and the media, navigation and configuration functions all work well. However, we found it occasionally unresponsive, which isn't ideal when driving. At least Renault has retained conventional temperature control dials.

Renault claims the Mégane GT will return combined fuel economy of 47.1mpg, which, in conjunction with its 50-litre fuel tank, will grant a range of more than 500 miles. Even if you were to average only 30mpg, you would still be able to travel a sensible 330 miles between fills.

All in all, it's clear that the new Mégane has a lot of potential. Here is a hatchback that is comfortable, quiet, well built and easy to drive. However, in this particular specification, it's not at its best. The sluggish gearbox, uninvolved steering and harsh engine will put off those seeking something with a bit of an edge. It's a great candidate for further Renaultsport fettling, though.

Nevertheless, a buyer seeking an everyday hatchback with a sporting appearance and decent performance could find this Mégane a gratifying package. Renault expects this version to cost upwards of £25,000, though, putting it into contention with rivals that are more involving, powerful and aurally pleasing. Top of that list of rivals is the 247bhp Focus ST, which starts at £22,495.

**LEWIS KINGSTON**



#### RENAULT MÉGANE GT ENERGY TCE 205 EDC

New Mégane shows promise, but the performance-focused flagship will leave enthusiasts wanting



|                           |                               |
|---------------------------|-------------------------------|
| Price                     | £25,000 (est)                 |
| Engine                    | 4 cyls, 1616cc, turbo, petrol |
| Power                     | 202bhp at 6000rpm             |
| Torque                    | 207lb ft at 2400rpm           |
| Kerb weight               | 1392kg                        |
| Gearbox                   | 7-spd dual-clutch automatic   |
| 0-62mph                   | 7.1sec                        |
| Top speed                 | 145mph                        |
| Economy                   | 47.1mpg (combined)            |
| CO <sub>2</sub> /tax band | 134g/km, 21%                  |

GT gets an 8.7in touchscreen to control its infotainment system as standard; turbo 1.6 feels peppy but sounds coarse at higher revs



**QUICK FACTS**  
PRICE £160,000 (EST)  
ON SALE MARCH



# Lamborghini Huracán LP580-2

**8.12.15, Qatar** Lamborghini looks to purify the Huracán experience with a rear-wheel-drive model

It's two-wheel drive. That, beyond all the other changes made to create the Lamborghini Huracán LP580-2, is the most important thing to note. Power no longer goes to all four wheels but to the rears only.

This is important because the regular Huracán, the LP610-4, is a fine car but one whose balance is dictated too much by its nose. It understeers quite a lot because Lamborghini wanted it to be a straightforward car to drive. Few vices, then, but too little balance.

You could argue that the same is true of its big brother, the regular Aventador, which is why Lamborghini created an SV variant of that car. Think of the LP580-2 as the Huracán given similar 'serious driver's car' treatment. With this two-wheel-drive Huracán, Lamborghini's people say they "turned our most technological car into the purest fun-to-drive machine".

We'll come to that in a moment. First, making the Huracán correct-wheel-drive has brought with it some other necessary changes. With the

loss of the front driveline, the car is 33kg lighter, shifting the weight balance rearwards, to 40% front, 60% rear, rather than 43/57.

That has necessitated adjustments to both aerodynamics and suspension, especially when you factor in a desire to give it more front-end bite. There's more front downforce, while the front anti-roll bar and springs are, combined, 10% softer, to help put weight on the nose and increase agility on turn-in.

The rear suspension is only changed to balance the tweaks at the front, while the steering has been tuned and, unencumbered by power, is said to make the car feel more responsive. Dynamic steering – which changes ratio depending on speed and inputs – is optional.

Engine and gearbox stay the same, but power from the 5.2-litre, naturally aspirated V10 drops from 602bhp in the regular car to 572bhp here, made at 8000rpm, not 8250rpm. Lamborghini says it overwhelms the rear wheels less but also concedes that it's kinder on the transmission.

And, oh, how turbochargers have spoiled us for torque. The turbocharged Ferrari 488 GTB has some 561lb ft at 3000rpm. This Huracán gets a mere 398lb ft and you'll have to wind the motor to 6500rpm to access it. So if you're to make good progress in a Huracán, you'll have to want to. Won't you?

Well, not really. Despite a minor power loss, it still feels like an urgent,

With nearly 600bhp and only the rear wheels to deploy it, the LP580-2 is rather throttle adjustable



Huracán LP580-2 is 33kg lighter than LP610-4, with a greater rearward weight bias





Extravagant, eccentric cabin is unchanged from that of the Huracán LP610-4; each of the three driving modes gives a distinctly different chassis balance



With the ESC switched off, the LP580-2 is gloriously adjustable; V10 has been detuned to 572bhp to give the rear tyres and transmission an easier time

explosively fast car. Mostly that's because it is; a 3.4sec 0-62mph time from a two-wheel-drive car is quick in anyone's language. Partly that's down to what a turbocharged engine can't replicate: instant throttle response at any revs. The way the Huracán delivers its power makes it feel incredibly alert.

But it's in the handling where the LP580-2's transformation has come.



Brakes work well enough on the track

It still pushes on in some chassis modes – of which there are three – but, you'll not be surprised to learn, with nearly 600bhp and only the rear wheels to deploy it, it's now rather throttle adjustable. Goody.

The modes, then. In Strada there is still notable understeer. In Sport the magnetic dampers (optional but fitted) stiffen, but only a touch, and the car is allowed to lean on its nose, turn sharply and generate notable oversteer, more than in any other mode. It's the one Lamborghini makes the biggest fuss about when telling you how driftable this car is. It's curious, then, that the stability control, even if you've switched it out, still intervenes quickly.

Only in Corsa, which firms the dampers again and returns the car to a more neutral natural cornering stance, can the ESC be turned off completely. The engine is also allowed to bang into its rev limiter.

Turning the ESC off releases the LP580-2's full potential. If you give it a bootful, it quickly adopts an easy-going, adjustable angle, with great

body control on the way in and out of the slide. It's odd that it'll only do that in Corsa, though, as if it's holding something back in the other modes.

Driven quickly on a track, without trying to provoke the chassis, those three balances – oversteer, understeer and neutral – are there, with correspondingly better levels of body control. Road impressions will have to wait. Elsewhere? Standard Huracán stuff: great gearbox, good enough brakes and an interior that has been left well alone, meaning that it's extrovert by most standards.

When UK cars arrive, they'll cost around £160,000, which is a chunk cheaper than the LP610-4. I'm sure this is the more satisfying car.

However, it's still difficult to shake the feeling that the Huracán has yet more to deliver, like Neo in the Matrix before he believes: "You've got the gift, but it looks like you're waiting for something." The good news is that its time might yet come. But for now, the LP580-2 is as good as the Huracán gets, and it's not half bad.

**MATT PRIOR**



### LAMBORGHINI HURACAN LP580-2

A better-balanced and improved Huracán, but it still feels like a car with more potential to unleash



|                                |                             |
|--------------------------------|-----------------------------|
| <b>Price</b>                   | £160,000 (est)              |
| <b>Engine</b>                  | V10, 5204cc, petrol         |
| <b>Power</b>                   | 572bhp at 8000rpm           |
| <b>Torque</b>                  | 398lb ft at 6500rpm         |
| <b>Gearbox</b>                 | 7-spd dual-clutch automatic |
| <b>Weight</b>                  | 1389kg (dry)                |
| <b>Top speed</b>               | 199mph                      |
| <b>0-62mph</b>                 | 3.4sec                      |
| <b>Economy</b>                 | 19.8mpg (combined)          |
| <b>CO<sub>2</sub>/tax band</b> | 278g/km, 37%                |





OUT TO





# LAUNCH

A variety of seriously quick machines go up against each other in a series of drag races to see what comes out in front. **Matt Prior** mans the stopwatch

PHOTOGRAPHY LUC LACEY

**P**irates of the Caribbean didn't start life as a huge film franchise, as you might know. At first, it was just a Disneyland theme park ride – a few-minute thrill whose name and vague theme, decades after its launch, someone concocted a plot around and threw Johnny Depp into.

Similarly, this story didn't start out as a magazine feature at all. Instead, it began life as a series of drag races that we videoed. Then someone said: "You know, we should probably tell people a bit more about this." And thus the audio-visual few-minute

thrill has become the feature you see on these pages.

The idea behind it was straightforward enough, though: take some quick road cars, superbikes and other wild cards and put them up against each other in a series of drag races, hopefully matching vehicles of similar accelerative ability. We'd line them up and, a quarter of a mile later, see if we were right.

In many cases, we were able to put our GPS data-logging hardware on the machines, but sometimes we were not. Where we have data, we've published it. →





## RACE 2

# FERRARI 458 SPECIALE VS NISSAN GT-R VS MCLAREN 650S

TWO UNUSUAL THINGS here: we found a standard Nissan GT-R and an owner of a Ferrari 458 Speciale who was prepared to give it the absolute beans down a runway. All three cars have launch control and, by gum, all three were prepared to take advantage of it.

On paper, the 641bhp McLaren should have the measure of both the 542bhp GT-R and the 597bhp Speciale, but it's the Nissan that gets off the line first – probably no surprise, given that it has four-wheel drive and the others, despite their engines being in the middle, do not.

Of the supercars, the McLaren gets away better, thanks to some turbocharged oomph, and it stays that way. In fact, it doesn't just get away better than the Ferrari; the McLaren quickly overhauls the GT-R, too.

At the line, which the McLaren crosses 10.8sec after getting away, it's holding a half-second advantage over the other two, which finish more or less together, both at a little over 11sec. The GT-R is a touch ahead and travelling at 124mph, but just another few yards and the Speciale would have had second.



## RACE 1

## LITCHFIELD NISSAN GT-R VS RACE BIKE

AS CAR VS BIKE challenges go, this is a pretty senior one. Litchfield Imports has spent nearly 20 years importing, modifying and tuning mostly Japanese cars, and the Nissan GT-Rs that it modifies can run more than 1200bhp.

The RC Express Racing Kawasaki ZX-10R of Ivan Lintin, meanwhile, is a sub-200kg road-racing superbike that makes a bit over 200bhp.

Lintin is in charge of his own getaway. There's no traction control, so he must

feed out the clutch and keep the front wheel on the deck as best he can, but he can give it full throttle from second gear.

Litchfield's gaffer, Iain Litchfield, has to worry less about wheelies and more about the drivetrain. On his first go, the ECU, it turns out, is set up to give more turbo boost the longer you hold launch control and, after a too-long pause for the lights to change, it lurches a driveshaft. Litchfield thought it might, so he has brought a spare.

Half an hour later he has swapped it and is ready to go again.

With the GT-R's torque limited to save the transmission, the bike gets away narrowly ahead, but when the car shifts into fourth gear, torque becomes unlimited and it spins up all four wheels. Which is quite a sight, although not one Lintin sees, because he's still ahead. At the quarter mile, the bike nips it, but the GT-R – 10.3sec at around 170mph for the standing quarter – is gaining.



## RACE 3

ARIEL ATOM 3.5R VS RALLYCROSS  
CITROEN DS3 VS RACE BIKE

THIS IS ONE of those that only ended up going one way. We enlisted 'Big Jim' from upstairs at work, who has recently spent some savings and a PPI payout on going motor racing on a 1998 Yamaha R1 superbike. He hopes to take it to the TT within a couple of years.

Trouble is, it isn't set up for standing starts, and an Ariel Atom 3.5R, with a supercharged Honda engine making over 300bhp and a sequential gearbox with pneumatic shifts, pretty much is. It'll do 0-60mph in around 3.0sec dead on RAF Alconbury's concrete runway.

Even that, next to Liam Doran's FIA World Rallycross car, is tardy. His Citroën DS3 – with the best part of 600bhp, four-wheel drive and launch control – hits 60mph in less than 2.0sec.

The explosive start gives Doran an advantage that the other two – Ariel second and Big Jim third – can't quite overhaul. But Jim is having the time of his life anyway.



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RACE 4

# PORSCHE 911 TURBO S VS DODGE CHALLENGER SRT HELLCAT VS NISSAN GT-R

WITH 707BHP AND 650lb ft, the Dodge Challenger Hellcat ought to be quite a thing – even though this one, sourced from an early UK adopter, runs an automatic transmission.

No apologies, then, for putting it up against two of the most accelerative production cars we could think of: the Porsche 911 Turbo S (which can hit 60mph in around 3.0sec and a standing quarter mile in 11.0sec, even on a poorly surfaced runway) and that standard GT-R again, partly because putting a GT-R into a video increases the number of people who'll watch it by about 50%.

The 911 and GT-R – identical on power – are the more competitive pair.

The 911 gets away better, because it's lighter, because of where its engine is and because it has the most spectacular launch control system known to motordom. It's an advantage that it never gives up, but the GT-R is only a couple of tenths behind.

In fairness, the Hellcat – despite its whopping power advantage – doesn't stand much of a chance. Yes, it has launch control, but it can't get its power down cleanly enough to match the four-wheel-drive vehicles, and it never makes back the disadvantage. However, a 12.2sec standing quarter mile time on this surface is pretty good going for a rear-drive V8 brute.







RACE 5

## PORSCHE CAYMAN GT4 VS BMW M4 VS BMW i8 VS LEXUS RC F

ANOTHER V8 REAR-DRIVE brute here in the form of the BMW M4, and another slightly foregone conclusion on that front. If you want the fastest-accelerating BMW sports car of the moment, look instead to the i8.

On paper, the M4 should be a 12.3sec car over the standing quarter mile and the i8 a 13.3sec car. But those are in the optimum conditions and surface of our road tests. Out there on the concrete, the M4 can't compete with the four-wheel-drive i8, which can match its 0-60mph time of 4.5sec every time (until its batteries run out), whereas the M4 can't get near its 4.1sec time.

Advantage, then, to the i8, which also retains a tiny advantage over Lexus's rear-wheel-drive RC F. The Lexus doesn't have launch control but, driven skilfully by our tame racing driver, makes an extremely good fist of things.

But the Porsche Cayman GT4 is barely capable of being beaten in any arena and, despite having no launch control, takes advantage of its engine's behind-driver location to make the best of what traction it has. It's a 4.6sec-to-60mph car in ideal conditions and just about is here, too, nipping through the standing quarter mile in 13.0sec – just ahead of the i8, from the Lexus, from the M4.





## RACE 6

## RANGE ROVER SPORT SVR VS RACE TRUCK

DAVE JENKINS' CURRENT racing truck makes around 1150bhp and weighs 5.5 tonnes. And like the Litchfield GT-R, the first time he tries to get it off the line quickly – which is not something it's set up

for because race trucks have rolling starts – something breaks on it.

Jenkins doesn't have a replacement part, so he opts for the next best thing: a supertruck from about a decade ago, when race trucks were bigger

of budget and portier of engine. It weighs only five tonnes and has a full 1500bhp. Game on.

We put it up against the trickiest thing we could find: a Range Rover Sport SVR, which makes 542bhp and tipped our scales at 2335kg when we weighed it. In terms of power to weight, then, the supertruck ought to have it.

However, the Range Rover just gets away better, because it weighs less than half as much as the truck, so even though the truck can do a 13.6sec standing quarter mile, the car can do the same in 12.8sec.

A narrow advantage, then, to the car, but the sight of Jenkins drifting the truck around at the end of the quarter mile is one that'll live with us for a long time.



## RACE 7

## BMW X5 M VS JEEP GRAND CHEROKEE SRT-8 VS PORSCHE CAYENNE TURBO

YET MORE TRUCKNESS, of a fashion. BMW's X5 M plays the Jeep Cherokee SRT-8 and a Porsche Cayenne Turbo.

My money is on the Porsche because, well, it's a Porsche, but the power outputs suggest otherwise: that the Grand Cherokee, with its 470bhp 6.4-litre V8, will be behind the 542bhp Cayenne, which will be behind the 567bhp X5.

I'll be honest: this one goes to form. The Jeep, for all of its noise and goodness, is slowest off the line and stays that way. The Porsche puts up a better fight against the BMW, but the X5 gets away slightly faster and then holds its advantage. If you want the fastest SUV off the lights, the X5 M is it. **A**





# HOW TO BE A QUARTER

There's only one way to follow those drag races: with specialist action on the strip. But how do you drive a proper dragster and what's it like? **Mark Tisshaw** finds out



**"D**on't yank the wheel. Tell me how that works out for you if you do..." The message from Doug Foley, former drag racer turned drag racing tutor, is plain: if I make too much of an impression on the steering wheel of the dragster I'll shortly be driving down the Las Vegas Motor Speedway strip, the ambulance crew at the end of it should cancel any dinner plans.

I'm in Vegas to be taught by Foley and his team how to be a drag racer, keeping that wheel straight and all. It's an experience he's offered through his company, Pure Speed, at the speedway since 1999 after an eight-year professional career as a top-fuel drag racer ended.

Foley's dragsters are entry-level cars in the drag racing fraternity but look more than grown-up enough when I clap eyes on one under the speedway lights for the first time. Well, after

my eyes have stopped watering from the fuel being burned off from the big boys in the top-fuel and funny car dragsters doing practice runs, some breaking the 4.0sec barrier for the quarter mile at speeds of more than 320mph. My eyes might recover, but my ears are still ringing. Thank heavens for the ear defenders.

Anyway, Foley's more 'sedate' cars are purpose-built to a 4.5-metre-long wheelbase specification, power coming from a water-cooled 500bhp 6.6-litre V8 that revs to 7500rpm. The car weighs just 680kg and should be capable of the quarter-mile run in around 10.0sec at a speed of 130mph across the line. That's more than fast enough for me.

There's remarkably little science involved in driving one. There are two pedals: an accelerator for your right foot and for your left a brake, which I'm advised against using because it will unsettle the car. Hmmm.

The transmission is a self-shifting electronic two-speed unit. So when you're on the start line, you floor it and go. And don't touch the steering wheel. "Just assume it will go straight," says Foley. "Don't anticipate something that's not happening."

Sounds simple enough. Before it's my turn, I hop in for a passenger ride with a chap mysteriously called 'Dale Superstar' to be a fly on the wall in a slightly larger and more powerful two-seat version of one of Foley's dragsters.

First up is the so-called 'burnout' as you approach the line. Water is sprayed on the track and you slowly drive through to get the massive 32in slick rear tyres coated. Then you floor the throttle for two seconds, the tyres first spinning as if driving on ice before they start smoking. Just as they bite and get traction, you back off and approach the line.

What I feel next, as Mr Superstar reacts to the lights, is something best described using keys on the keyboard that aren't between A and Z. Things like '%E\*!\*' and '!\*&^^@'. What that roughly translates to is that it's rather quick off the line.

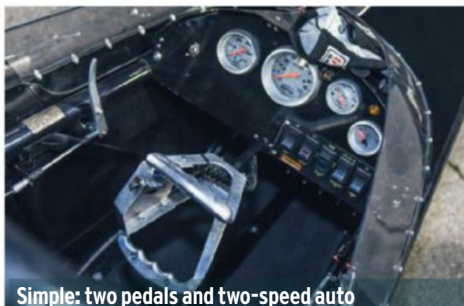
The reason the tyres, now hot, can instantly grip is because the whole drag strip is coated in glue. The hot tyres melt the glue and make it sticky, so

**The car feels light. It's moving around a lot and I have to touch the wheel. It's unnerving**



# MASTER

Water is sprayed on the surface before you do your burnout



Simple: two pedals and two-speed auto



Rears are 32in slicks and grip instantly



Here be dragons: this stings your eyes and numbs your ears

they grip. The car bites into the track and you can actually feel the torque pushing you forwards faster than your body and mind can comprehend.

My body catches up with me again back in the pits, then it's my turn. Being strapped into a dragster is a more intimidating experience than in a regular racing car. There are high sides and no mirrors, so you've got no idea what's going on around you with reduced peripheral vision.

I'm called forward to perform a large U-turn and approach the puddle to coat my tyres ahead of the burnout, edging it forward on the creep mode in the transmission. So by the time the tyres are wet and the burnout is about to start, I still haven't touched the throttle. The first time will be full throttle in the burnout.

This goes surprisingly well. The wheels spin, of course, but the instant you feel them bite, instinct kicks in and you back off anyway. That brief bite is still enough to throw me back against the seat, though.

And so to the start line. I creep forward to trigger the start sequence, and when the third yellow light comes on, it's time to floor it. Phwoar. Normally when you floor it in a road car, no matter how fast it is, you still feel like you are driving it. This is the



Tisshaw gives the thumbs-up before he scares himself

first thing I've driven, on first impressions at least, that feels like it is driving me...

I back off after 330ft before returning for run two, which goes to 660ft. I feel in control this time, knowing what to expect, driving the car again. The apprehension is replaced by a huge smile.

To the third and final run, the full quarter of a mile. Foley gave a polite warning earlier about this run: "After you're past the grandstand on the full run, the wind comes in. If you've not done it before, it can scare the hell out of you." Only he didn't quite say 'hell'.

He's not wrong. It's another good start, and then I go past that grandstand. At this point the car feels light. It's moving around a lot and I have to touch the wheel slightly. Touch, luckily, not yank. It's unnerving, and I think to myself that I might have backed off the throttle ever so slightly.

The times confirm it: I'm as fast as anyone off the start line, but across the finish line I'm 6mph down on the best, at 124.24mph, in a time of 10.655sec. Others in the same car were going sub-10.0sec. Still, that'll do for me. The dragster was one of the most exhilarating things I've driven, but it was also at times the scariest. For once, I'm glad to go back to the day job. **A**



# BRITISH, RACING AND GREEN

Jaguar is looking to promote its eco credentials with an assault on next year's Formula E championship.

**Steve Cropley** asks what it will mean for its road cars

In the days before Bernie Ecclestone, when motorsport ran on shoestrings, its supporters justified new investment in racing by claiming it "improved the breed" of road cars.

They were right. Disc brakes, aerodynamics, engine management, materials technology and driver safety all made big strides in racing and rallying, and road cars benefited greatly. Then everything changed: Formula 1's rules and technology became focused in a way that started to exclude most road cars. Meanwhile, with their low-profile tyres, self-levelling suspension, advanced diesel engines and suites of driver aids, road cars found their own path away from racing.

Until now, that is. Suddenly, the union between road and racing is back with a bang, following Jaguar's bombshell announcement of a pioneering foray into Formula E next year that shows how new-tech racing can have relevance to the modern strain of production cars.

JLR chief engineer Nick Rogers used his announcement of Jaguar's racing return to confirm that electric vehicles would "absolutely" play a role in Jaguar Land Rover's future product portfolio, while refusing to say when these production vehicles would be launched, or whether an electric Jaguar would beat an electric Land

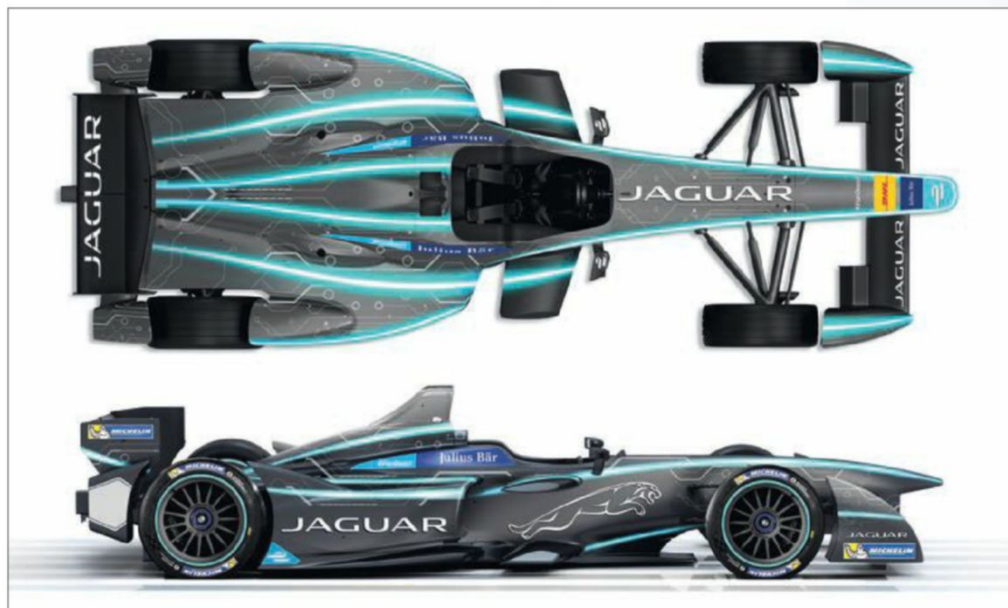
Rover into the showrooms. The fact that the Formula E racer is a Jaguar and not a Land Rover is "not significant", he says.

However, Autocar has already revealed exclusively that a dramatically styled, electrically powered, four-wheel-drive Jaguar crossover, drawing heavily on styling cues from the C-X75 hypercar, is strongly tipped to break cover late next year. The latest announcement puts the crossover's first sighting conveniently close to the Formula E Jaguar's debut races. The car, a £60,000-plus rival for Tesla's new Model X and Audi's upcoming Q6 e-tron quattro, is tipped to be launched in 2017, but for now, Rogers isn't keen to talk specifics, except about the new racing project.

"Formula E gives us a unique opportunity to further the development of electrification," he says. "We'll be able to engineer and test our technologies under extreme performance conditions."

JLR will be partnered in the project by Williams Advanced Engineering, already experienced in electrification as the battery supplier to Formula E and a designer of hybrid systems for Le Mans cars. Rogers says a significant number of his own engineers will be involved.

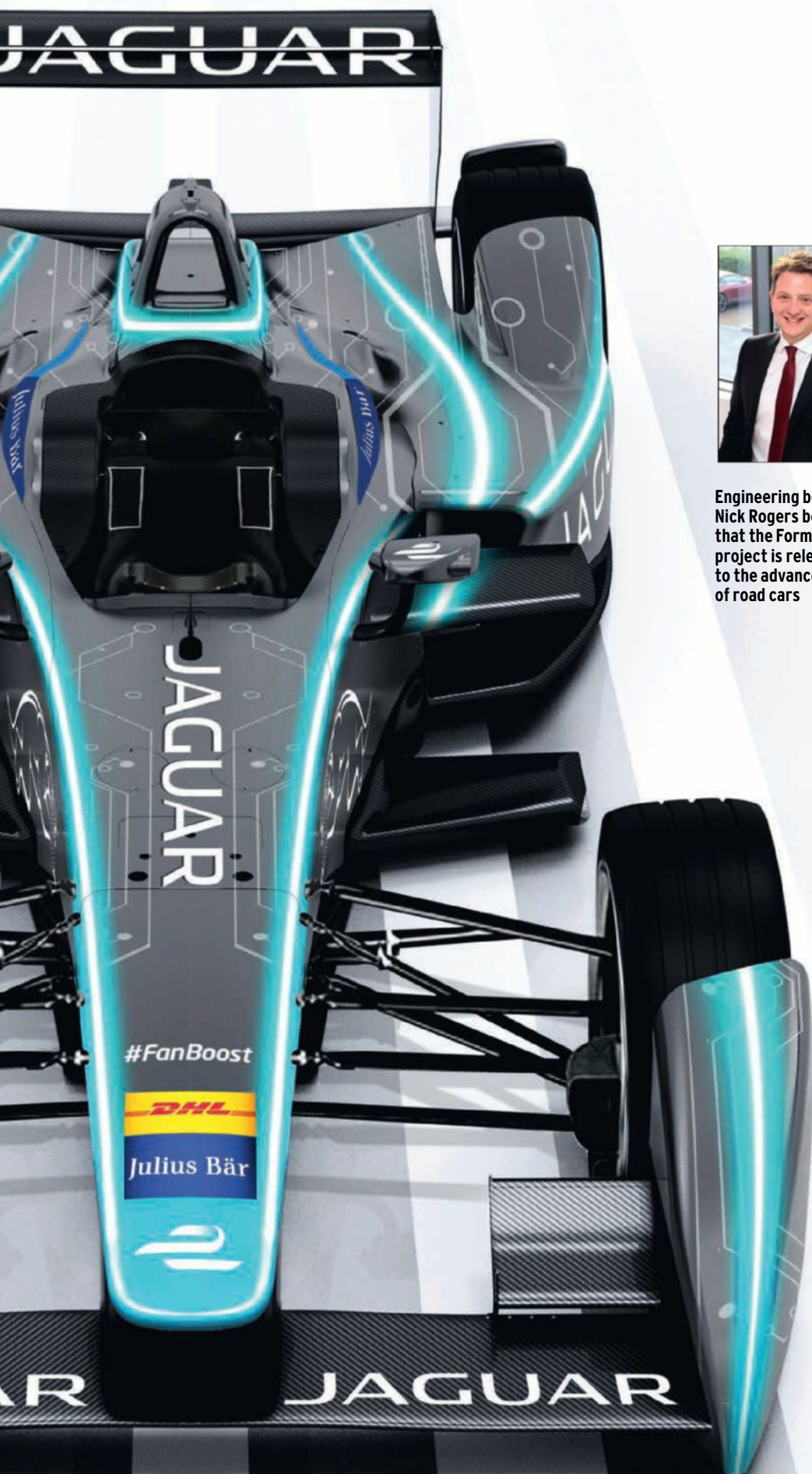
"The future is about being more connected and more sustainable," says Rogers. "Electrification



Jaguar's Formula E effort will be used to develop its electrification technology as it looks to produce road-going EVs








Engineering boss Nick Rogers believes that the Formula E project is relevant to the advancement of road cars

and lightweight technologies are becoming more important than ever as urbanisation increases. Formula E has recognised and reacted to these trends, which are perfect for our brand."

Formula E cars were required to use common powertrain and chassis components for the first season, but new powertrain providers were allowed this year. In Jaguar's first season – tipped to begin in September next year with a race in Montreal and to include a new Hong Kong race – battery capacities will rise from 28kWh to 32kWh, while peak engine power will rise by 25% to 250kW. The year after that, the minimum weight for a Formula E car, including driver, will fall from the current 888kg to 850kg, which should help to encourage the development of lighter batteries.

Jaguar has yet to reveal the make-up of its team or its driver line-up, but it has appointed a team director, James Barclay. "We are proud to be one of the first vehicle manufacturers to commit to a series with our own team," says Barclay. "We look forward to welcoming a whole new generation of Jaguar fans." 

## Jaguar's fourth way

JAGUAR HAS BEEN top-line racing three times before. The first was in the 1950s, when C and D-Types took five Le Mans wins, spawning road cars that included the E-Type and establishing the rules of 'Jaguarness' that still exist.

Next came the TWR era. In the early 1980s, Tom Walkinshaw-engineered XJSs won the European touring car championship and Australia's Bathurst 1000. This was followed by the rise of a generation of Walkinshaw Group C Jaguar racers, which won Le Mans in 1988 and 1990 and underscored their domination with a win in the 1991 World Sports Car Championship.

Then in 2000 Jaguar's new owner, Ford, purchased the Stewart grand prix team in a rush of blood and rebranded it Jaguar. But the effort wasn't successful; five seasons brought only two podiums and the team was sold to Red Bull for the 2005 season.

Today's Formula E effort harks back to the relevance of the first by helping to publicise and prove a brand new range that will change and extend the image of Jaguar. After 60 years, history is starting to repeat itself.



Jaguar was successful at Le Mans in the 1950s



Tom Walkinshaw-prepared cars won Le Mans twice



# HORSE OF YEARS SH





# THE OW

As the new Mustang hits the UK, this time with right-hand drive and official backing, **Richard Webber** checks out the five previous iterations of the galloping Ford

PHOTOGRAPHY LUC LACEY

**"A**sted for every need." That's how Ford described the 11 drivetrain combinations available by the Mustang's fifth birthday in 1969. By then, more than two million examples of the pioneering pony car had been sold – a landmark it took Land Rover 57 years to reach with the Series Land Rover and Defender. Today, as the right-hand-drive, officially imported sixth-generation model arrives, sales are nearing the 10 million mark.

Yet the galloping 'Stang has barely created a tremor in the UK. There have been official imports before – even right-hookers, as we'll see – but most of us fill the space between the legendary first-gen car and the outgoing model with little more than a fog of vague recollection.

Today, we're joining the dots all the way from 1964 to 2014. We have each of the five generations of Ford Mustang on hand – all privately owned, and all V8s, naturally. Now, there are online tracts dedicated to the minutiae of model years and variants should you wish to explore them. Instead, we're going to sketch the outline of each car before shading in with first-hand driving impressions. So let the 40-pot cubefest begin... →



WITH THANKS TO THE MUSTANG OWNERS CLUB OF GREAT BRITAIN (MOCGB.NET)





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## 'CLASSIC' (1964-1973)

THIS IS GENESIS, the car that created a formula to last 50 years: sporting bodywork over a compact chassis (by American standards, at least), front engine, rear drive and live rear axle. Although notchback (read two-door saloon) and convertible bodies were available, as were straight sixes, it was the combination of fastback coupé styling and V8 power that best matched the Mustang's performance pretensions and elevated it above the Ford Falcon upon which it was based.

Cue Tony Pook's breathtaking, Signal Flare Red 1966 Fastback in GT trim. Although first-gen Mustangs were available through a UK concessionaire, Pook bought his last year fresh from Arizona following a thorough restoration. The Mustang was created with tinkering in mind, and Pook's car features a transplanted engine, the original 210bhp, 289cu in (4727cc) small-block overhead-valve 'Windsor' V8 having been replaced by a 230bhp, 302cu in (4942cc) version of the same

that runs a four-barrel Edelbrock carb.

Installed in the largely original interior, I drink in the distinctive layout, finish and details: twin-cowl dashboard with wooden inserts, thin-rimmed wheel embellished with mother-of-pearl, chromed switches and compressed speedo font.

The V8 fires into a steady idle and begins to bellow as I pull away. More pedal pressure and the bellow deepens then gains a growling overbub – a softer soundtrack than Frank Bullitt's

big-block 6.4-litre 390 GT's snarling wall of sound, but classier, too. The car isn't especially quick (think 8.5sec to 60mph), but the powertrain's noise, keen throttle response and top-end poke prove extremely addictive.

The ride is loping but stable and isn't the limiting factor when cornering. That falls to the delayed action of the over-assisted recirculating ball steering that's further hampered by an understeer habit, as nearly 60% of the car's 1400kg burdens the front axle.



Original Mustang has an unmistakable 1960s feel inside



## MUSTANG II (1974-1978)

THE WHITE CAR here is the black sheep among our group. A spluttering economy, rising oil prices and tightened emissions regulations blighted the pony car sector and the Mustang had to adapt to survive. The original car had stretched to 4763mm by its final iteration and had once forged more than 500bhp (in 1969's 7.0-litre Boss 429 special). Something smaller and cleaner was needed.

This time, the little Ford Pinto provided the underpinnings, shrinking the Mustang to 4445mm. During its first year, engines were limited to an almost unbelievably meek 88bhp four-pot and a 105bhp version of the 2.8-litre Cologne V6 later seen in the Mk3 Capri.

Yet it was a forecourt success, tripling sales to 386,000 in 1974. The 302 V8 returned in 1975, making just 122bhp. So equipped is Tony Wilcox's notchback Mustang II Ghia.

Ghia spec includes the part-vinyl roof and a plump, cosy burgundy boudoir of an interior that's mainly trimmed in velour and adventurously textured plastics. The big surprise is a starboard-mounted tiller, an official conversion supplied via Ford's imports office in Mayfair. The Mustang II remained the only sanctioned right-hand-drive UK model until 2015.

Underpowered or not, it's still a V8, rumbling at idle. It chugs endearingly under load and offers unexpected perkiness above 3000rpm, although progress remains stately. The primary ride is (almost) as forgiving as the plush upholstery, but sharper bumps resonate. The steering is far more responsive than in the '66 but spookily light in constant-radius cornering.

This 'Stang kept the nameplate alive during a difficult period and deserves recognition for that.



This Classic Mustang has a 302 V8; Wilcox's Ghia-trimmed Mustang II is period plush



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## 'FOX BODY' (1979-1993)

THESE WERE STILL uncertain times, but upon the Fox platform (which supported myriad Fords, Mercurys and Lincolns) the Mustang was slowly and tentatively ushered back into performance territory. Facelifts in 1983 and 1987 modernised its design inside and out, rear leaf springs were at last dropped in favour of coils and a five-speed manual gearbox emerged.

Don Hardy works at Ford's Dagenham engine plant and is a Fox hunter of the legal kind, owning several and co-founding the 'Fox Doctors' owners club. By the time his 1987 car was built, carburettors had been dropped altogether, and his High Output V8 (still the venerable 302) makes a decent 225bhp. Drop-tops were reintroduced after their Series II absence, but Hardy's is one of a few tin-top GTs adapted by coachbuilder American Sunroof Corporation into two-seat convertibles designed to court Mercedes-Benz



Hardy's 'Fox' Mustang is a converted GT

SL fans with a bodykit, fared-in roof mechanism and lashings of hide to embellish the two-tone plastic interior.

Despite the oddly high seating position that brushes my head against a roof cross member, the Fox has a lower, sportier stance than the Mustang II. The speedo goes up to only 85mph, but contemporary tests put the car's top speed at just under 150mph, with 0-60mph taking 6.4sec. It's tractable from below 2500rpm, meaning kickdown isn't essential for overtaking, yet some of the '66 Fastback's bellowing urgency is revived in the Fox's 4000-5000rpm sweet spot. The steering is much improved, too – not quick, but consistent and with some feel – and although the ride remains soft with occasional jitters, body control is far neater than before. It's a driving experience that's easily recognisable as a Mustang's.

In the light of the 2015 Mustang's entry-level 2.3-litre Ecoboost engine, an apposite side note to the Fox's story is the 1984 limited-run, twin-spoilered SVO, which used a turbocharged version of the Mustang II's 2.3 to make 175bhp with the help of an IMSA racing-bred intercooler. The SVO impressed at the time with its combination of performance, composure and understeer-curbing set-up.



**It's tractable from below 2500rpm, yet there's some bellowing urgency in the 4000-5000rpm sweet spot**





## SN95 AND 'NEW EDGE' (1994-2004)

THE FOX PLATFORM was heavily modified rather than replaced for the SN95-generation car (introducing range-wide all-disc brakes in the process) but it was the end of the line for the small-block Windsor V8, retired in 1995 after three decades of Mustang service. Although the SN95's 302 produced a still-conservative 215bhp, there was a final flourish for the Windsor in the stroked 300bhp 5.8-litre SVT Cobra R road-going racer.

A 3.8-litre Essex V6 anchored the range, but the GT's engine bay was filled with a 16-valve SOHC version of Ford's new modular 4.6-litre V8. Initially no more powerful than the 302, its output rose to 260bhp for the 1999 facelift that also sharpened the

exterior to fit Ford's global 'New Edge' design language.

After a 30-year canter, the Mustang finally broke into a gallop again in 2003. The New Edge SVT Cobra – the first (and until 2015 the only) Mustang with independent rear suspension – produced 390bhp using a supercharged 32-valve DOHC version of the 4.6 V8 to hit 60mph in 4.6sec. The Mach 1 badge, introduced in 1969, was revived to sit below it, bringing us to Kevin Mortimer-Hampson's car.

Its extrovert exterior is countered by a conservative cabin: plastic-heavy but functional, with gentle nods to early Mustangs. Upon ignition, the 'shaker' air scoop justifies its name, quaking atop a naturally aspirated 32-valve

4.6 that makes 305bhp in stock form but more like 360bhp here, thanks to intake and exhaust upgrades and a custom remap. The engine note is higher-pitched than the small block's but still aggressive, and the exhaust tone is moreishly thunderous. From 2800rpm, there's real clout, too.

Although the suspension is factory-lowered, the ride is extremely comfortable, yet the accompanying dive and roll are stable. A chunky aftermarket short-shift kit requires little articulation between five manual ratios but takes two deliberate movements, and the over-light steering doesn't reassure. But the Mach 1 proves a barnstorming cruiser, and great fun for it.



Each has an idiosyncratic character that reinterpreted the Mustang spirit for its time





## BADGE ENGINEERING

BEFORE THE 'Mustang' name was signed off, 'Avanti', 'Allegro', 'Torino' and 'Cougar' were all considered, the last even being realised into a feline badge on late pre-production cars. Although other horse emblems were considered, the winning sketch came from Phil Clark, designer of the Mk1 Capri. In some applications, patriotic red, white and blue bars were added and a 'corral' border was applied on the grille to enclose the horse. In 1963 modeller Charles Keresztes revised Clark's design in clay before finalising it in a wooden sculpture, and the badge has barely changed since.



## S197 (2005-2014)

IT WAS BACK to the future when the next Mustang was previewed at the 2003 Detroit motor show; the GT concept traced the silhouette of the original Fastback and borrowed plenty of exterior and interior details. The S197 production model retained most of that atop Ford's D2C platform, which was related to the Jaguar S-Type's. New front suspension was influenced by the Mondeo, yet the modified rear axle remained solid.

But the new car was also more than 150mm longer and wider than the original and around 300kg heavier. Indeed, Patrick Howson's 2005 car makes the '66 Fastback look delicate and petite. Although a V6 engine and convertible body were available, like most S197s imported to the UK, Howson's is a GT coupé featuring a 300bhp 24-valve version of the 4.6 V8 equipped with variable valve timing.

By European yardsticks, it's not sophisticated, but the S197 is a far slicker proposition than any of its forebears in both quality and dynamics, from the upgraded interior finishes to the well-weighted, progressive steering

and vastly improved body control. There's even a heightened appetite for cornering, partly due to a front-end mass that's closer to 50% than 60%.

The five-speed auto 'box doesn't get the best from the V8 and the screaming aftermarket exhaust isn't quite equalled by the engine's performance; 4000rpm is needed before it really starts to heave. (For full fireworks, see the 653bhp supercharged 5.8-litre GT500 from 2013.) But this is still a 5.2sec-to-60mph car and the most complete Mustang so far.

A 2010 makeover was followed by the introduction of the new Coyote version of the modular V8 – a 5.0-litre, 32-valve DOHC unit good for 412bhp. And it's this engine and the S197's retro design ethos that form the building blocks of the 2015 Mustang.

It has been a treat to drive these diverse cars, each one an idiosyncratic character that reinterpreted the Mustang spirit for its time. For our time, there's independent rear suspension, right-hand drive and official UK sales. We could be the luckiest ones yet. **A**





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● Price £43,322 ● Power 201bhp ● Torque 332lb ft ● 0-60mph 11.6sec ● 30-70mph in fourth 11.7sec  
● Fuel economy 37.9mpg ● CO<sub>2</sub> emissions 171g/km ● 70-0mph 53.2m

**A**ny car maker setting out to design a £40,000 luxury seven-seater in today's SUV-obsessed market would be very bold indeed to use a 'light commercial vehicle' – a van, to you and me – as a starting point. But this week's road test subject, the new Volkswagen Caravelle, is no ordinary seven-seater. And the Volkswagen Transporter with which it shares its basis is no ordinary LCV, either.

Before the introduction of the Caravelle's earliest predecessor, there was no such thing as an MPV, or really even what we'd recognise as a modern van. The original 1950

**WE LIKE** Space and versatility ■ Comfort and convenience ■ Flexibility of spec ■ Decent, car-like handling



● SE trim has 16in wheels as standard and Executive comes with 17s. These are the optional 18s. All-weather and winter tyres are available with smaller rims.



● Yes, that's a radar transceiver for adaptive cruise control – on a posh-up van. It's a £564 option and a techie inclusion typical of both Volkswagen and the Caravelle.



● Halogen headlights are standard, with LED running lights front and rear as part of Executive trim. High-beam assist is an option, and there's a separate £1440 bi-xenon upgrade.



● Door mirrors are large and practical, because you need the extra visibility when manoeuvring. They make for some wind noise, but not an excessive amount.



Volkswagen Type 2 was, along with the 1947 Citroën H Van, one of the pioneers, making the sixth-generation Transporter that VW has just launched about as aristocratic as these workhorses get.

The Caravelle derivative was officially introduced with the third-generation Transporter, although more comfortable passenger-carrying versions were offered with the original Type 2. Its mission was always to combine the material refinements of a passenger car with many of the dynamic ones – hence the availability of more powerful engines, four-wheel drive systems



VW Type 2 was first introduced in 1950

and automatic transmissions, most of which the Transporter didn't have.

The Transporter and Caravelle have remained on the leading edge of the technological development of their breed for more than six

decades, and this new T6 version continues in the same vein. It's available with modern active safety and multimedia systems, a range of powerful and frugal Euro 6 diesel engines, a full-leather interior of remarkable flexibility and spaciousness, and the option of a dual-clutch automatic gearbox and 4Motion four-wheel drive.

But can such a large, commercial-based vehicle cut it next to today's wealth of choice in seven-seaters at upwards of £40,000? Is the modern descendant of the iconic VW Camper still a liberated, enlightened lifestyle choice – or is it now just a bad one?

## DESIGN AND ENGINEERING



Like its immediate predecessors, the Caravelle is available in regular or long-wheelbase versions and with up to seven seats, with the more utilitarian Transporter Shuttle minibus offering seating for up to nine. It's unlikely to appeal much in visual terms, being necessarily tall and slab-sided, but for what it is, the car looks very neat and tidy.

The process of ordering one is more like that of a custom →

**WE DON'T LIKE** Limited performance for a £40k car ■ Even more limited desirability ■ Ride refinement



● Bluemotion Technology badging advertises VW's eco-minded features, including an intelligent alternator, active cooling flaps and tyres with low rolling resistance (on some rims).



● You wouldn't find a rear window this size on a big SUV. It's just one of the ways that VW builds excellent visibility into the Caravelle package.



● Chrome body trim tends to distinguish Executive cars from SE (although it's an option on SE). It's used sparingly and breaks up the flat, expansive panels effectively.



● Wide, motorised sliding rear doors grant excellent rear seat access. The gigantic roof-hinged tailgate isn't as convenient, but at least you can shelter from the rain under it.





● Hazards button is on a console biased for the front passenger's access. Parking sensors are handy, but adaptive dampers are less worthwhile.



● Twin gloveboxes are big enough for drinks and snacks. There are two smaller storage cubbyholes elsewhere on the fascia.



● Sliding fold-out table in the rear of the cabin can be positioned handily for any of the back seats. Its circular table top swivels.



## MULTIMEDIA SYSTEM

Volkswagen's Composition Colour radio with a 5.0in touchscreen comes as standard with both SE and Executive trim, but you have to spend extra to get either the Composition Media system with a bigger touchscreen or the full-house Discover Media Navigation Plus system, which was fitted to our test car.

The upgraded Discover set-up is pricey (£1320) but includes a media control system that lets you access it from remote devices connected wirelessly, plus an app control system via which you can access certain apps on your smartphone.

The navigation system is usable and intuitive, with clear mapping and directional prompts. VW's familiar shortcut keys also make the other infotainment functions easy to access.



← commercial than a normal passenger car, with VW offering to leave in or take out both the one-piece folding and sliding third-row bench seat and the two swivelling, removable 'captain's chairs' in the second row – and that is just the tip of the cabin specification iceberg. The long and short of it is that your Caravelle can probably seat as many full-sized adults as you need it to – as well as accommodating more than 4000 litres of cargo in two-seat mode and short-wheelbase form.

At less than 4.9 metres in length and only just over 1.9m in mirror-excluded width, the Caravelle is actually shorter and only a couple of inches wider than a Vauxhall Insignia Sports Tourer. And at just under two metres tall, it is possibly not too large to fit in a typical single-car garage or into a regular UK parking space.

Monocoque construction, independent telescopic front suspension and a choice of transversely mounted 2.0-litre diesel engines in 148bhp or twin-turbo 201bhp states of tune make most of the Caravelle's mechanical fundamentals pretty car-like. A rigid axle suspended by leaf springs betrays the commercial vehicle link

at the rear. We'll see what impact that has on ride and handling shortly.

A kerb weight of just under 2.4 tonnes for the 201bhp short-wheelbase version tested here is very substantial, but little more so than we'd expect of some large seven-seat SUVs. A power-to-weight ratio of 84bhp per tonne is modest but acceptable at typical modern family hatchback level.

And although there's no way to quite match the oomph of a large SUV with your Caravelle, there's certainly the chance to add a bit of rough-stuff capability. Our test car was a front-wheel-drive manual one, but VW offers Haldex-based four-wheel drive and a seven-speed DSG transmission, as well as a proper mechanical limited-slip differential for the rear axle, extra-long suspension springs, heavy-duty shock absorbers and hill descent control. Or, for the most poised on-road handling possible, you can pick 'dynamic suspension', lowered by 20mm from standard and teamed with variable damper control, as VW had on our test car.

So, just like the interior, the Caravelle's drivetrain and suspension are flexible and can be configured exactly for the sort of use you've got in mind for it. It's all part of the appeal. →



● You sit high up and bent-legged, but there's plenty of leg room even for taller drivers. Visibility is excellent in all directions, especially given the car's size.

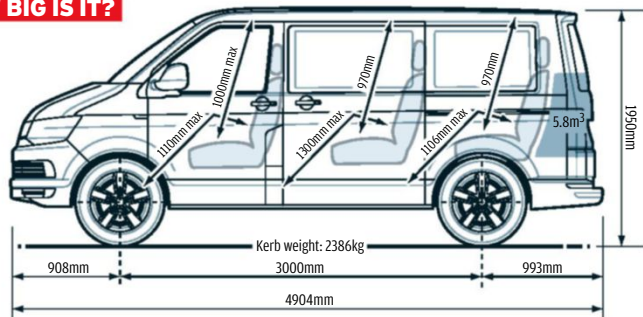


● Second-row captain's chairs can be positioned facing forwards or backwards. Leg room and head room are abundant whichever way they're positioned.



● Length of the boot isn't so great, but its width and height – whether for stacking suitcases, furniture or outward-bound gear – are considerable.

#### HOW BIG IS IT?



#### VISIBILITY

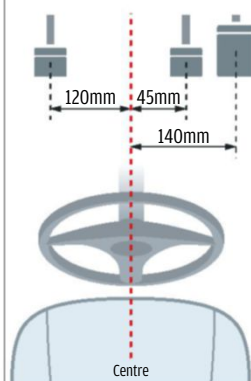
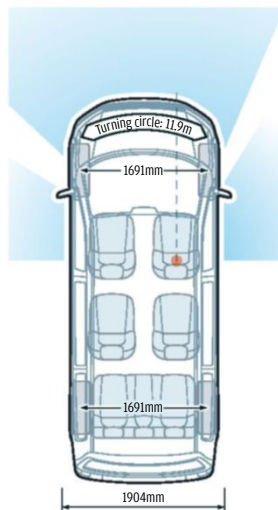
View forward through the large, upright screen is supremely good. It's respectable in other directions for such a big car, too.

#### HEADLIGHTS

Standard halogen lights offer a great spread of light, although the range could be better. Auto-dipping high beam assist is a £120 option.

#### WHEEL AND PEDAL ALIGNMENT

Excellent location, with just enough right-sided offset to make for good access to accelerator and brake pedals for your right foot.





## INTERIOR



Your impressions of being inside the Caravelle will be defined primarily by which door you use to get in.

Up front, the cab feels broadly similar to an upmarket, particularly cushy van's. The driving position is one of straight arms and bent legs, and the seat is thick, comfy, part-leather-clad and high-mounted. The view out is imperious, thanks to the remarkable expanse of very upright glass immediately ahead of you and to either side. The driver's seat has armrests on both sides, and there's a short gearlever on the fascia for easy access, as well as typically clear VW-brand analogue instruments and centrally mounted multimedia and climate control consoles worthy of any of VW's passenger cars.

Material quality is more than respectable and perceived quality is

enhanced by plenty of piano black and chrome trim. Oddment storage, meanwhile, is almost embarrassingly abundant: dual gloveboxes, an additional lidded cubby on the roll-top dashboard, another in the centre stack and a drawer with extra storage and cupholders immediately below, as well as double door pockets, the lower ones positioned too low to access on the move, unfortunately.

But only when you explore further aft do you discover what the Caravelle is really about. Open the motorised sliding side door and you'll find individual second-row captain's chairs that swivel and slide, combining with the sliding three-seat bench further back to allow you to create a very convivial five-seat mobile meeting room. All three seat units slide fore and aft on a system of four rails, the middle ones also carrying a fold-out table that can be positioned conveniently for any of the five seats and comes as part of Executive spec.

Alternatively, the middle-row chairs can be removed to make extra carrying or lounging space. They're heavy, predictably, and the process isn't the work of a few seconds. But if you do that, in five-seat mode and with the third-row bench slid all the way forwards, the Caravelle can at once provide more leg and head room than a Mercedes-Benz S-Class (although admittedly a less comfortable seat), more boot loading length than most saloon cars and much more loading width and height.

The Caravelle's talents don't end with merely conveying its passengers, either. A wander through the brochure reveals the potential to specify a bigger 12-volt battery, a parking heater, laminated glass all round, window blinds and a Good Night Package that adds a couple of extra shelves to the sliding, folding three-seat bench to enable it to be converted into a bed. And if that's still not domesticated enough for you, there's always the Caravelle's

fully fledged camper van sibling, the California, which gets yet another bed under the flip-up roof.

## PERFORMANCE



A £45,000 seven-seat SUV like an Audi Q7 or a Volvo XC90 will hit 60mph from rest in less than eight seconds. Despite a sub-10sec claim, the Caravelle took almost 12. Its deficit to the Volvo when accelerating from 30-70mph, perhaps a better indicator of real-world performance, is almost as large (8.3sec versus 11.7sec). So while the Caravelle is the most powerful of its kind and trumps the practicality of even a large 4x4 to such an extent as to make the comparison spurious to many, it will still represent an unpalatable compromise on performance to some.

Not to us, though. Modest but adequate performance seems like a reasonable compromise when you

## TRACK NOTES

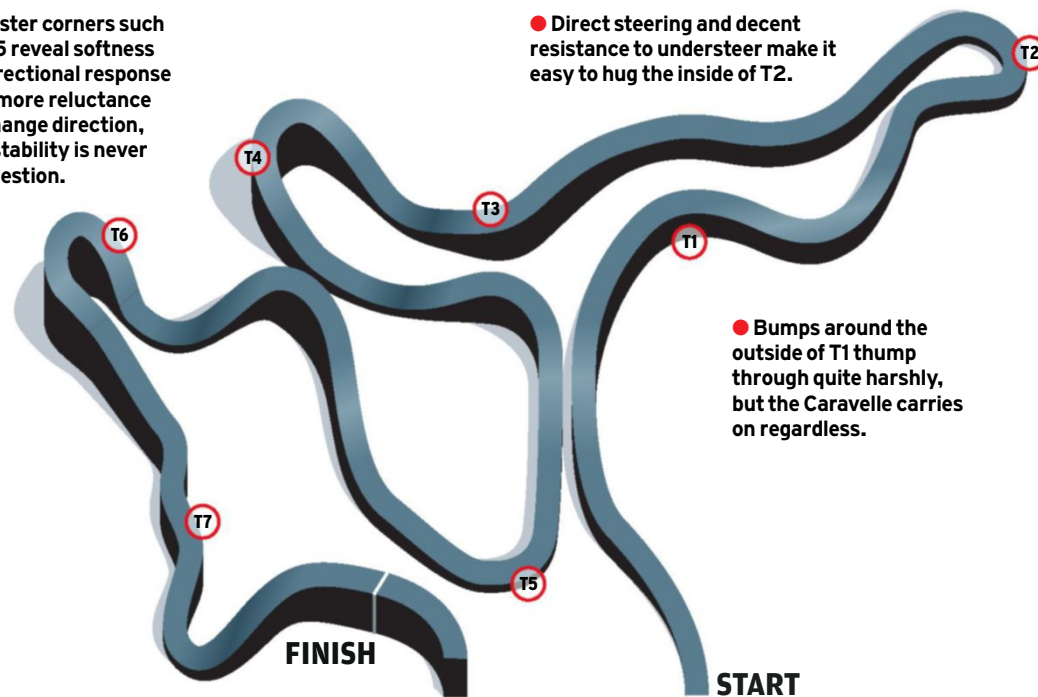
Caravelle owners will presumably either be greatly imperilled or misguided to be probing the limits of lateral grip and stability in their cars. However, Volkswagen is to be praised for making the car dynamically competent enough to be well within itself when driven at speeds that would be considered routine by many passenger car drivers, and for keeping its body upright, hanging on hard and slipping from the front axle first when grip finally runs out. Mid-corner bumps taken with lateral load in the mix do unearth a bit of crudeness in the suspension but don't knock the car off line.

Heavy steering weight, rather than extremes of body roll, and slowly building understeer mark the edge of adhesion here. Traction is good, even under high cornering load, so you never need to worry about wheelspin making your outward cornering line ragged – and the car's ESP system (always on) is subtly effective.

● Faster corners such as T5 reveal softness of directional response and more reluctance to change direction, but stability is never in question.

● Direct steering and decent resistance to understeer make it easy to hug the inside of T2.

● Bumps around the outside of T1 thump through quite harshly, but the Caravelle carries on regardless.



## ACCELERATION 13deg C, dry

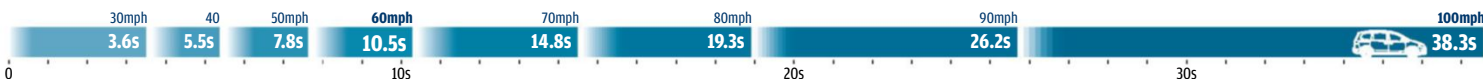
## Volkswagen Caravelle 2.0 BiTDI Executive SWB

Standing quarter mile 19.2sec at 77.7mph, standing km 34.2sec at 97.7mph, 30-70mph 11.7sec, 30-70mph in fourth 11.7sec

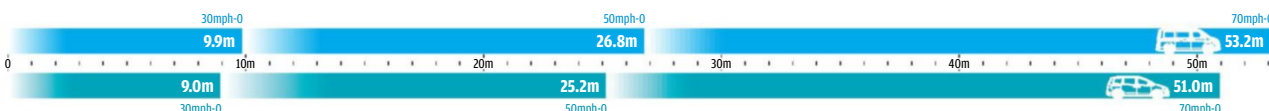


## Seat Alhambra 2.0 TDI 170 DSG (2010)

Standing quarter mile 18.1sec at 77.6mph, standing km 33.2sec at 96.0mph, 30-70mph 11.2sec, 30-70mph in fourth na



## BRAKING 60-0mph: 3.24sec





Caravelle hangs on well in corners, but the ride feels a little wooden



The 2.0-litre engine responds well to the throttle and pulls stoutly in high gears from under 2000rpm

consider what the Caravelle gives you in other respects.

What's required, more than anything, is low and mid-range torque to motivate its mass and to prevent it from leeching speed up gradients and into headwinds. It has that in generous supply. The 2.0 BiTDi engine responds well to the throttle and pulls stoutly in high gears from well under 2000rpm, making this big, heavy car assured and quite relaxing to drive.

The engine is also much quieter than anyone expecting a commercial temperament will have bargained for. Although it's a little noisy at idle, the Caravelle's cabin is decently quiet on the move – in spite of the fact that it's basically a 5000-litre resonance chamber with no bulkheads to break up the sound waves. Road noise is decently suppressed and wind noise isn't that pronounced. At both 30mph and 50mph, the Caravelle registered at only a decibel louder than an XC90.

The car tends to pitch and heave a little during hurried gearshifts and doesn't like to change ratios quickly. VW's DSG transmission would most likely feel like a much smoother, more sophisticated solution.

## RIDE AND HANDLING

★★★★☆

Although low expectations are doubtless in play, no one is likely to be disappointed with the way the Caravelle conducts itself on the road. The fact that it doesn't grip or corner quite as keenly as even a better-sorted conventional MPV such as a Seat Alhambra or Ford Galaxy, or control its mass as delicately, hardly needs to be noted. It doesn't (although, actually, it doesn't miss by much). But, frankly, it needn't, because what lateral grip and roll control the car has is easily sufficient to keep it on line and under control at the speeds that the engine will easily maintain. Most testers were left pleasantly surprised by the Caravelle's cornering tenacity – on its optional lowered 'dynamic' suspension, admittedly.

Some were less impressed by its occasionally jittery, slightly wooden ride, though – an observation that must be considered a more serious criticism of a luxury car. Although compliant and composed enough on

smooth motorways and A-roads, the chassis can stumble over sharper and more pronounced intrusions, the rear axle struggling for ride dexterity in particular. VW's adaptive dampers fail to perfect the ride compromise, simply removing compliance at too high a cost in Sport mode, and permitting too much unchecked wheel travel and chassis thump in Comfort. Normal mode is an adequate but unspectacular middle ground.

The small steering wheel connects you to an unexpectedly direct rack that adds angle gently enough at first to make for good high-speed stability, but piles it on off-centre at gathering pace to ensure the car feels nice and wieldy at low speeds. Control weight is a little bit wavering and inconsistent, like the car's ride, but it's precise enough to allow you to place the car easily.

All of which makes the Caravelle easy to drive: pleasant, precise and controlled at a moderate, ground-covering A-road pace, manoeuvrable at low speeds and assured and stable on the motorway. Or, to put it another way, perfectly respectable for something so heavy and tall.

## BUYING AND OWNING

★★★★☆

Many people will be shocked at being asked to spend what might otherwise buy a luxury SUV for a vehicle derived from a van that looks so plainly like a van. But others may be more convinced once they begin to discover what the Caravelle does.

The load-carrying, people-carrying, rough-stuff scrambling and even occasional camping we've already covered. That the car also offers luxury features such as nappa leather seats, in-car wi-fi, adaptive cruise control and adaptive bi-xenon headlights as options, and a DAB radio and touchscreen infotainment system as standard, could help to seal the deal for anyone giving up a modern passenger car. Its array of active safety features may also reassure some.

The car's fuel economy and CO<sub>2</sub> emissions should be no great barrier to ownership compared with rivals of a similar size. Our testing suggests that it'll return better than 40mpg at a restrained cruise. →



## VOLKSWAGEN CARAVELLE 2.0 BITDI EXECUTIVE SWB

|                            |          |
|----------------------------|----------|
| On-the-road price          | £43,322  |
| Price as tested            | £48,122  |
| Value after 3yrs/36k miles | £19,725  |
| Contract hire pcm          | £469.46  |
| Cost per mile              | 76.9p    |
| Insurance/typical quote    | 31E/£835 |

## EQUIPMENT CHECKLIST

|   |   |
|---|---|
| DAB, Bluetooth  | ■ |
| 8-speaker audio system  | ■ |
| Front foglights with cornering function                                     | ■ |
| Heated windscreen washer jets   | ■ |
| Electric sliding rear doors   | ■ |
| Leather/Alcantara upholstery  | ■ |
| Three-zone automatic air-con  | ■ |
| Heated front seats  | ■ |
| Deluxe headlining with ventilation strips and reading lights                | ■ |
| Multi-function table  | ■ |
| Sliding and swivelling middle-row chairs, three-seat rear bench with Isofix | ■ |
| <b>Dynamic Chassis Control with lowered suspension</b>                      | ■ |
| <b>Adaptive cruise control</b>  | ■ |
| <b>18in Springfield alloy wheels</b>  | ■ |
| <b>Discover Media Navigation Plus</b>                                       | ■ |
| <b>Parking sensors front and rear</b>                                       | ■ |
| <b>High-beam assist</b>   | ■ |
| Options in bold fitted to test car  |   |
| ■ = Standard na = not available   |   |

## RANGE AT A GLANCE

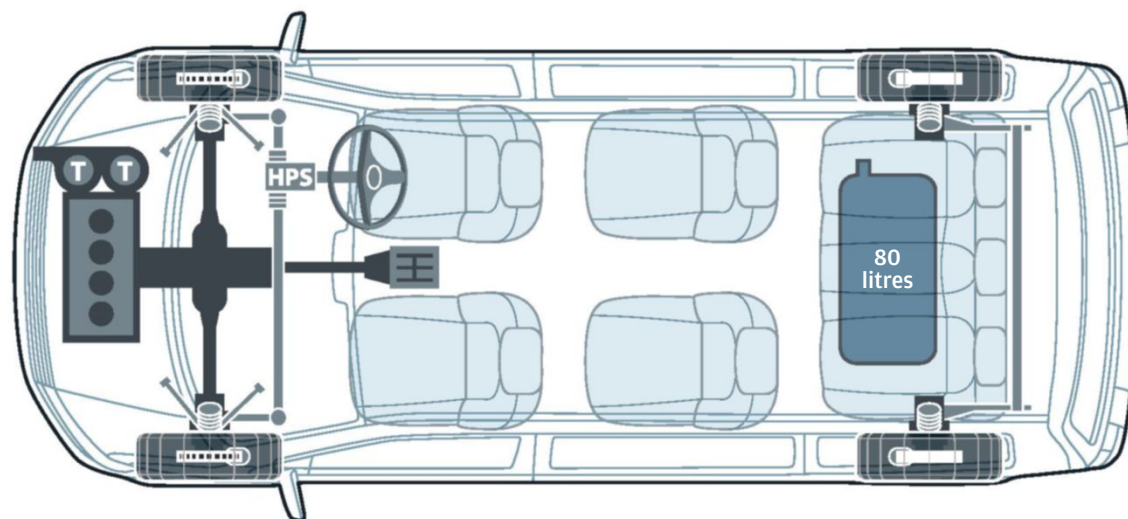
| ENGINES      | POWER  | FROM    |
|--------------|--------|---------|
| 2.0 TDI SE   | 148bhp | £37,135 |
| 2.0 BitDi SE | 201bhp | £39,746 |

## TRANSMISSIONS

|                             |   |
|-----------------------------|---|
| 6-spd manual                | ■ |
| 7-spd dual-clutch automatic | ■ |

## TECHNICAL LAYOUT

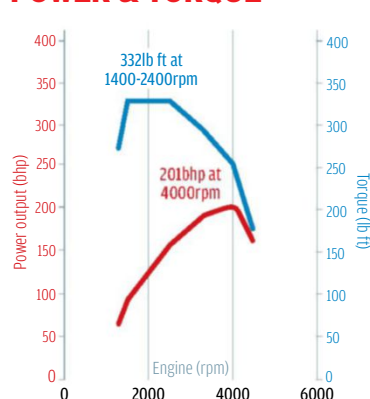
VW's T4-generation Transporter/Caravelle was a pioneer of its kind, using monocoque construction, a transverse engine and front-wheel drive. The new one continues the trend. Suspension is independent up front and via a rigid axle, leaf springs and load-sensitive dampers at the rear. Seven-speed dual-clutch automatic gearbox and 4Motion four-wheel drive are options.



## ENGINE

|                          |  |
|--------------------------|--|
| <b>Installation</b>      | Front, transverse, front-wheel drive       |
| <b>Type</b>              | 4 cyls in line, 1968cc, twin-turbo, diesel |
| <b>Made of</b>           | Iron block, aluminium head                 |
| <b>Bore/stroke</b>       | 81.0mm/95.5mm                              |
| <b>Compression ratio</b> | 16.5:1                                     |
| <b>Valve gear</b>        | 4 per cyl                                  |
| <b>Power</b>             | 201bhp at 3750rpm                          |
| <b>Torque</b>            | 332lb ft at 1400-2000rpm                   |
| <b>Red line</b>          | 5200rpm                                    |
| <b>Power to weight</b>   | 84bhp per tonne                            |
| <b>Torque to weight</b>  | 139lb ft per tonne                         |
| <b>Specific output</b>   | 102bhp per litre                           |

## POWER & TORQUE



## CHASSIS & BODY

|                         |   |
|-------------------------|---|
| <b>Construction</b>     | Steel monocoque                         |
| <b>Weight/as tested</b> | 2386kg/na                               |
| <b>Drag coefficient</b> | na                                      |
| <b>Wheels</b>           | 8Jx18in                                 |
| <b>Tyres</b>            | 255/45 R18 103H, Hankook Ventus Prime 2 |
| <b>Spare</b>            | Full size                               |

## TRANSMISSION

|                               |   |
|-------------------------------|---|
| <b>Type</b>                   | 6-spd manual  |
| <b>Ratios/mph per 1000rpm</b> | 1st 3.92/4.5 2nd 2.05/8.5 3rd 1.70/10.3 4th 1.23/14.2 5th 0.94/18.6 6th 0.71/22.7 |
| <b>Final drive ratio</b>      | 4.60:1  |

## ECONOMY

|                        |                    |           |
|------------------------|--------------------|-----------|
| <b>TEST (TRUE MPG)</b> | <b>Track</b>       | 24.2mpg   |
|                        | <b>Touring</b>     | 44.9mpg   |
|                        | <b>Average</b>     | 37.9mpg   |
| <b>CLAIMED</b>         | <b>Urban</b>       | 36.2mpg   |
|                        | <b>Extra-urban</b> | 47.9mpg   |
|                        | <b>Combined</b>    | 42.8mpg   |
|                        | <b>Tank size</b>   | 70 litres |
|                        | <b>Test range</b>  | 584 miles |

## SUSPENSION

|              |  |
|--------------|--|
| <b>Front</b> | MacPherson struts, coil springs, adaptive dampers, anti-roll bar |
| <b>Rear</b>  | Rigid axle, leaf springs, adaptive dampers, anti-roll bar        |

## STEERING

|                           |                                  |
|---------------------------|----------------------------------|
| <b>Type</b>               | Electrohydraulic rack and pinion |
| <b>Turns lock to lock</b> | 2.8                              |
| <b>Turning circle</b>     | 11.9m                            |

## BRAKES

|                  |                             |
|------------------|-----------------------------|
| <b>Front</b>     | 333mm ventilated discs      |
| <b>Rear</b>      | 294mm discs                 |
| <b>Anti-lock</b> | Standard, with Brake Assist |

## CABIN NOISE

|                            |      |
|----------------------------|------|
| <b>Idle</b>                | 49dB |
| <b>Max rpm in 3rd gear</b> | 70dB |
| <b>30mph</b>               | 63dB |
| <b>50mph</b>               | 66dB |
| <b>70mph</b>               | 68dB |

## SAFETY

|   |            |
|---|------------|
| <b>ABS, ESP, Brake Assist, Front Assist</b> |            |
| <b>Euro NCAP crash rating</b>               | Not tested |

## EMISSIONS & TAX

|                                 |           |
|---------------------------------|-----------|
| <b>CO<sub>2</sub> emissions</b> | 171g/km   |
| <b>Tax at 20/40% pcm</b>        | £231/£462 |

## ACCELERATION

| MPH   | TIME (sec) |
|-------|------------|
| 0-30  | 4.5        |
| 0-40  | 6.5        |
| 0-50  | 9.0        |
| 0-60  | 11.6       |
| 0-70  | 16.2       |
| 0-80  | 20.3       |
| 0-90  | 26.6       |
| 0-100 | 36.1       |
| 0-110 | -          |
| 0-120 | -          |
| 0-130 | -          |
| 0-140 | -          |
| 0-150 | -          |
| 0-160 | -          |

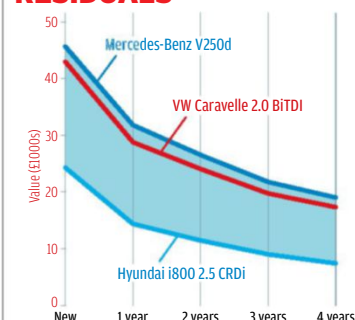
## ACCELERATION IN GEAR

| MPH     | 2nd | 3rd | 4th | 5th  | 6th  |
|---------|-----|-----|-----|------|------|
| 20-40   | 3.2 | 3.9 | -   | -    | -    |
| 30-50   | -   | 4.2 | 5.3 | 7.5  | -    |
| 40-60   | -   | 4.9 | 5.7 | 7.5  | 9.6  |
| 50-70   | -   | -   | 6.4 | 8.1  | 10.2 |
| 60-80   | -   | -   | 7.5 | 8.9  | 11.0 |
| 70-90   | -   | -   | -   | 10.6 | 12.7 |
| 80-100  | -   | -   | -   | 18.1 | 15.5 |
| 90-110  | -   | -   | -   | -    | -    |
| 100-120 | -   | -   | -   | -    | -    |
| 110-130 | -   | -   | -   | -    | -    |
| 120-140 | -   | -   | -   | -    | -    |
| 130-150 | -   | -   | -   | -    | -    |
| 140-160 | -   | -   | -   | -    | -    |

## MAX SPEEDS IN GEAR

|                                    |                         |                           |
|------------------------------------|-------------------------|---------------------------|
| <b>23mph</b><br>5200rpm            | <b>53mph</b><br>5200rpm | <b>97mph</b><br>5200rpm   |
| 1                                  | 3                       | 5                         |
| 2                                  | 4                       | 6                         |
| <b>44mph</b><br>5200rpm            | <b>74mph</b><br>5200rpm | <b>118mph*</b><br>5200rpm |
|                                    |                         | *claimed                  |
| RPM in 6th at 70/80mph = 3084/3524 |                         |                           |

## RESIDUALS



● CAP puts the VW a cut above most van-based MPVs on retained value, and competitive with most cars.

THE SMALL PRINT Power-to-weight and torque-to-weight figures are calculated using manufacturer's claimed kerb weight. © 2015, Haymarket Media Group Ltd. Test results may not be reproduced without editor's written permission. For information on the Caravelle, contact Volkswagen Commercial Vehicles, Yeomans Drive, Blakelands, Milton Keynes MK14 5AN (0800 717 131, volkswagen-vans.co.uk). Cost-per-mile figures calculated over three years/36,000 miles, including depreciation and maintenance but not insurance; Lex Autolease (0800 389 3690). Insurance quote covers 35-year-old professional male with clean licence and full no-claims bonus living in Swindon; quote from Liverpool Victoria (0800 066 5161, lv.com). Contract hire figure based on a three-year lease/36,000-mile contract including maintenance; Wessex Fleet Solutions (01722 322888).

## AUTOCAR ROAD TEST

Read all of our road tests [autocar.co.uk](http://autocar.co.uk)



# Volkswagen Caravelle

**AUTOCAR VERDICT ★★★★★☆**

Slavishly functional but sensationally versatile. Respectable to drive



The Caravelle started this test feeling like a car out of time. Although it finishes it with more than a suggestion of that initial impression lingering, its major victory is to justify its continued existence under the threat of numerous, ultra-desirable seven-seat SUVs. A Land Rover Discovery isn't this useful, a Ford Galaxy isn't this habitable, spacious, flexible or capable, and neither can be specified so deliciously as to suit the exact role you intend for it.

The Caravelle has become the king of multi-purpose vehicles, and if what you want is a vehicle to do absolutely everything, and in which to do everything – including eat, sleep, work and more – it has no equal. Such size and versatility will, of course, be above and beyond what most families will ever need and penalises the Caravelle in so many ways – notably on performance, ride refinement and visual appeal. But those penalties are relative only to cars of considerably less versatility.

**TESTERS' NOTES**

**MATT SAUNDERS**

Nice to see thoughtful details such as the cupholders. The ones in the rear are asymmetrical: smaller drinks holders on one side and a bigger bottle holder on the other.


**NIC CACKETT**

Nearly gave myself a hernia moving the rear seats around. Without sitting in them to do it, sliding the second-row pews back and forth involves a good deal of desperate jostling – not great if you're just trying to make use of the space.






**SPEC ADVICE**

No half-measures. Have a full-house 2.0 BiTDI Executive with four-wheel drive and DSG (£47,906); add laminated glass (£222), extra side airbags (£312), parking heater (£1734), off-road suspension (no-cost option) and Good Night Package (£348).

**JOBS FOR THE FACELIFT**

- Refine the chassis for better ride isolation.
- Keep working on the seating versatility. They could be easier to slide and remove.
- Add more rear-seat entertainment options.

**AUTOCAR ROAD TEST TOP5**

| MAKE                           | 1st   | 2nd  | 3rd   | 4th  | 5th  |
|--------------------------------|---|--|---|--|--|
|                                |    |                     |             |         |         |
| <b>Model</b>                   | <b>VOLKSWAGEN</b><br>Caravelle 2.0 BiTDI Exec SWB                                     | <b>MERCEDES-BENZ</b><br>V250d Sport  | <b>HYUNDAI</b><br>i800 2.5 CRDi auto  | <b>FORD</b><br>Tourneo Custom Titanium   | <b>VAUXHALL</b><br>Vivaro Combi 1.6 CDTi   |
| <b>Price</b>                   | £43,322   | £46,015  | £26,825   | £33,825  | £28,315  |
| <b>Power</b>                   | 201bhp at 3750rpm   | 187bhp at 3800rpm  | 166bhp at 3600rpm   | 153bhp at 3500rpm  | 123bhp at 3500rpm  |
| <b>Torque</b>                  | 332lb ft at 1400-2000rpm  | 354lb ft at 1400rpm  | 325lb ft at 2000-2500rpm  | 284lb ft at 1600rpm  | 236lb ft at 1500rpm  |
| <b>0-60mph</b>                 | 11.6sec   | 9.1sec (claimed, to 62mph)   | 14.4sec (claimed, to 62mph)   | na   | na   |
| <b>Top speed (claimed)</b>     | 126mph  | 128mph   | 112mph  | na   | na   |
| <b>Fuel economy (combined)</b> | 42.8mpg   | 47.1mpg  | 32.1mpg   | 43.5mpg  | 49.6mpg  |
| <b>Kerb weight (claimed)</b>   | 2386kg  | 2105kg   | 2248kg  | 2104kg   | 1807kg   |
| <b>CO<sub>2</sub>/tax band</b> | 171g/km, 32%  | 166g/km, 31%   | 231g/km, 37%  | 172g/km, 32%   | 149g/km, 27%   |
|                                | Last word in multi-purpose versatility. Decent to drive and nicely finished.<br>★★★★☆ | Feels sufficiently upmarket to justify its price. Refined but no better to drive than the VW.<br>★★★★☆ | Extra-value Korean option is comfortable and respectable to drive but showing its age.<br>★★★★☆ | Excellent seating flexibility makes the Transit a clever minibus. Not so fanciable.<br>★★★★☆ | Short on both power and passenger car features, but it's a cheap and frugal choice.<br>★★★★☆ |

Verdicts on every new car, p74



## LETTER OF THE WEEK

### Fuelling the debate

Tim Dickson (Our Cars, Ford Focus, 2 December) is right in saying that the diesel engine wasn't designed for short, local runs.

However, petrol is a solvent and consequently washes the oil off the cylinder walls of petrol engines. This is particularly damaging if the engine is frequently started and switched off before the engine has reached its normal operating temperature. Diesel, on the other hand, is an oil and does not have this damaging effect – one reason why diesel-engined vehicles vastly outlive their petrol-engined counterparts.

**David Morgan**  
via email



#### WIN

Letter of the week wins a  
ValetPRO exterior protection  
and maintenance kit worth £58.95

**Valet PRO**  
PROFESSIONAL VALETING SUPPLIES

#### WHY DETUNE IT, HONDA?

Having been one of the first UK owners of the previous Honda S2000 (with the twitchy chassis), I think the new version sounds superb (This Week, 2 December). If its looks are matched by the dynamics, it'll sell like hot cakes.

I am a little confused about why Honda is considering a detuned Civic Type R engine for the more powerful version, though. Surely 306bhp powering the rear wheels of a sports car makes more sense than a 306bhp front-wheel-drive hatchback, and the S2000 ranks higher in its model hierarchy. Honda should also keep it simple and avoid a hybrid powertrain to save weight and cost.

**Mark Fisher**  
via email

Honda would make a business case for it.

Swindon is preparing to build a US-only Civic Coupé – most likely too unremarkable for Europe. Honda has also invested heavily in the Civic Type R and surely wants to spread the cost where possible. Why not mate that Civic Coupé body with the Type R running gear and Integra Type R badge? The Integra Type R has a solid enthusiast following.

It's worth remembering Honda's reputation for engineering integrity, VTEC and sharp front-drive handling being highlights. A new Integra Type R – if properly done – would offer maximum halo reward for minimum financial exposure. Spoken like a true accountant!

**Mike Spencer**  
via email



Civic Coupé: give it Type R running gear

roadster: first the Mazda MX-5, then the Fiat 124 Spider and next, by all accounts, the reborn Honda S2000.

Once again Japan leads the charge, with cars designed, engineered and marketed by people who actually care about cars beyond the objective of making money. A little way behind comes BMW, which has been dragging its heels on a new Z4 and Mini Superleggera. But way down the field is MG.

We get middle-of-the-road hatches

without much sportiness from them and, next year, a Chinese Kia Sportage. Please, Autocar, have a word with them. Go over the heads of Longbridge. They seem to be part of the problem. Sports car lovers everywhere need your help.

**John Miles**  
via email

#### INTERIOR MOTIVES

The new Mazda MX-5 is very nice, but Fiat will be missing a trick if it uses the same poor interior for its 124 Spider.

The Mazda has no glovebox (just a solid plastic panel in front of the passenger's knees), the seats are plain and slab-like (even in the leather option), the sat-nav looks like an aftermarket add-on and, worst of all, the rotary control knob is so badly located that you continually hit it with your wrist as you drive, changing what is displayed on the screen.

If Fiat offers some more attractive

#### BRAND INTEGRA-TY

I read your news story on the S2000 (This Week, 2 December), wondering how

#### OH, MG!

Like you, I am excited by the prospect of the return of the affordable rear-drive

**AUTOCAR** What you're saying on autocar.co.uk

### Volvo's new S90 revealed

Sad Volvo has moved away from the floating console, but the interior looks fantastic: simple and plush at the same time. It deserves more success than the S80 had.

**Tuga**



Front looks great, profile looks great, interior looks great. And then we get to the rear end... oh.

**disco.stu**

The rear isn't perfect,

but there are worse. That interior looks inviting; I bet you could do mega miles and still feel fresh at the other end.

**duperstevie**

Nice to have some competition in a once-boring market. If German stuff isn't your cup of tea, it's well worth a test drive.

**dipdaddy**

Why water down the Civic Type R's 306bhp for the new S2000?







Fiat 124 Spider's cabin needs to avoid the MX-5 donor car's flaws

seat options and addresses the obvious ergonomic design deficiencies, then it will have a hit.

**Tim Raymond**  
*via email*

#### **BRAKING BAD**

On the continuing subject of illumination during these short winter days, I would like to highlight the growing trend of manufacturers fitting even higher-intensity brake lights (Mercedes-Benz and BMW especially).

Okay, very understandably, it's a fundamental safety feature, but not when so many lazy drivers never seem to use their handbrakes. On numerous occasions, I have had to use my sunvisor at night-time while sitting in 'red glare' traffic.

I guess this is also partly due to the increasing fitment of electric parking brakes (which nobody bothers to use 'on

the fly'), auto/dual-clutch gearboxes and the aforementioned lazy drivers. Again, I suppose it's better than a 20-year-old Vauxhall Corsa with no high-level brake light and a blown stop light bulb.

**Dave Nicholas**  
*via email*

#### **NIGHTMARE AFTER CHRISTMAS**

Steve Cropley reckons the roads are deserted on 27 December (A Week in Cars, 2 December). Steve, try the M6 on that day. It's practically gridlock...

**David Sutherland**  
*via email*

#### **A SERIES ISSUE**

I've recently purchased a BMW 4 Series Gran Coupé and I'm extremely pleased with it. I thought I'd have a look at your comments in the 'New Cars A-Z' section and was puzzled to see the car described as a four-door when it's a five-door and dismayed to see that it was "a pretty 3 Series. Very good but not better".

I think it would be only fair to add that it is "a prettier 3 Series with a hatchback adding practicality. Very good and better".

**Bill Patterson**  
*County Down, Ireland*

#### **A WHEEL PROBLEM**

Steve Cropley's mishap with an alloy wheel (A Week in Cars, 2 December) reminded me of their other drawbacks: they get dirty quickly, are difficult to clean and then corrode if neglected. I hate the things.

I also understand that, unexpectedly, they're heavier than steel ones, which, with attractive, cleanable and replaceable hub caps, are much more sensible. Unfortunately, once you stray above rock-bottom spec, you usually have no choice but to put up with alloys.

**Michael J Bacon**  
*Towcester, Northants*



# NEXT WEEK

Inside the magazine – on sale 30 December

## ROAD TEST



**Audi R8** In-depth eight-page assessment of Ingolstadt's second-generation sports car



## INSIGHT

**2015's winners and losers**  
Who gained market share this year, who lost out and why



## FIRST DRIVE

**Ford Shelby Mustang GT350**  
Our verdict on the most powerful production V8 Mustang yet made

## PREVIEW



**What to do in 2016** Road trips, museums, races and other vital things to do next year

CONTENTS SUBJECT TO CHANGE



# OUR CARS

A week in the life of Autocar's fleet



## Audi TT Roadster

**FINAL REPORT** Living with the drop-top version of Audi's latest TT has proved to be an even more rewarding experience than that of the coupé that preceded it

Nearly six months after a TT Coupé made way for this TT Roadster in my life, the time has come for the drop-top to return to Audi.

It's been interesting to try the two TTs back to back. Conceivably they could compete with each other; if you have £30,000 or so (or, more likely, around £500 a month) to spare on running a car, either the earlier four-wheel-drive TT Coupé or this two-wheel-drive

Roadster would fit a similar-sized bill. I'll be honest, I've enjoyed the soft-top more, because late summer and autumn are good times to drop the roof – something that is particularly quick and easy to do in the TT.

Cleverly, the air conditioning remembers your settings from the last time you put the hood down or up, so it doesn't keep blasting cold air at you when you drop the roof, or toast

you when you plonk the hood back on again. Because I'm a photographer, I find that particularly handy; quite often I'll drop the roof in conditions I wouldn't normally appropriate, in order to shoot car-to-car tracking shots while kneeling on the seat (with someone else driving).

An Audi isn't always the best car to track out of, because the ride can be a little jittery. But despite running on 19in alloys and S line suspension,

the Roadster's ride is quite settled – certainly more so than that of the coupé that preceded it. That car ran on 20in rims but was otherwise, apparently, on the same suspension set-up. Curious.

This TT also uses the same kind of engine as the coupé: a turbocharged 2.0-litre petrol unit. It drives through a six-speed manual gearbox, a smooth-shifting unit whose gearlever is sited as well as the rest of the controls. The TT

LOVE IT



**VIRTUAL COCKPIT**  
Instrument panel graphics – particularly the nav – never failed to impress.



**MULTIMEDIA SYSTEM**  
Audi's MMI is one of the slickest infotainment systems around.



**EXHAUST NOTE**  
Select Dynamic mode and the engine sounds particularly raspy.

LOATHE IT



**CUPHOLDER**  
Second cupholder beneath the centre armrest is too far back to reach.



**SEATBELTS**  
Absence of B-pillars means they hang untidily from a strap when not in use.



JAGUAR  
XE

LAND ROVER  
DEFENDER

LEXUS  
NX300H

MAZDA  
CX-3

MAZDA  
MX-5

McLAREN  
650S  
SPIDER

RANGE ROVER  
SPORT

RENAULT  
TWINGO

SKODA  
FABIA

SKODA  
OCTAVIA

SSANGYONG  
TIVOLI

SUZUKI  
CELERIO

VAUXHALL  
CORSA VXR

VOLKSWAGEN  
GOLF R

Darren Moss

Matt Prior

Mark Pearson

Mel Falconer

Matthew Burrow

Mark Tishaw

Steve Cropley

Matthew Burrow

Tom Webster

Matt Burt

John McIlroy

Steve Cropley

Mark Tishaw

Allan Muir

Being able to drop the roof only adds to the TT's appeal

## TEST DATA

### AUDI TT Roadster 2.0 TFSI S line

#### TEST STARTED 29.7.15

Mileage at start 1050

Mileage at end 7945

#### PRICES

List price then £34,650

List price now £34,650

Price as tested £40,315

Dealer value now £31,500

Private value now £30,500

Trade value now £29,500

#### OPTIONS

MMI Navigation Plus (£1495), electronic climate control (£595), 19in alloy wheels (£450), rear parking sensors (£430), wind deflector (£425), leather package (£395), heated front seats (£325), Audi sound system (£270), storage and luggage pack (£175), LED interior lighting (£270), front centre armrest (£175), automatic lights, wipers and mirrors (£110), S line suspension (nco)

#### CONSUMPTION AND RANGE

Claimed economy 45.6mpg (combined)

Fuel tank 50 litres

Test average 34.3mpg

Test best 38.9mpg

Test worst 28.9mpg

Real-world range 377 miles

#### TECH HIGHLIGHTS

0-62mph 6.2sec

Top speed 155mph

Engine 4 cyls, 1984cc, turbo, petrol

Max power 227bhp at 4500rpm

Max torque 272lb ft at 1600rpm

Transmission 6-spd manual

Boot 280 litres

Wheels 8Jx19in

Tyres 245/35 ZR19, Hankook Ventus S1

Weight 1320kg

#### SERVICE AND RUNNING COSTS

Contract hire rate £514

CO<sub>2</sub> 144g/km

Service costs None

Other costs None

Fuel costs £1050

Running costs inc fuel £1050

Cost per mile 15 pence

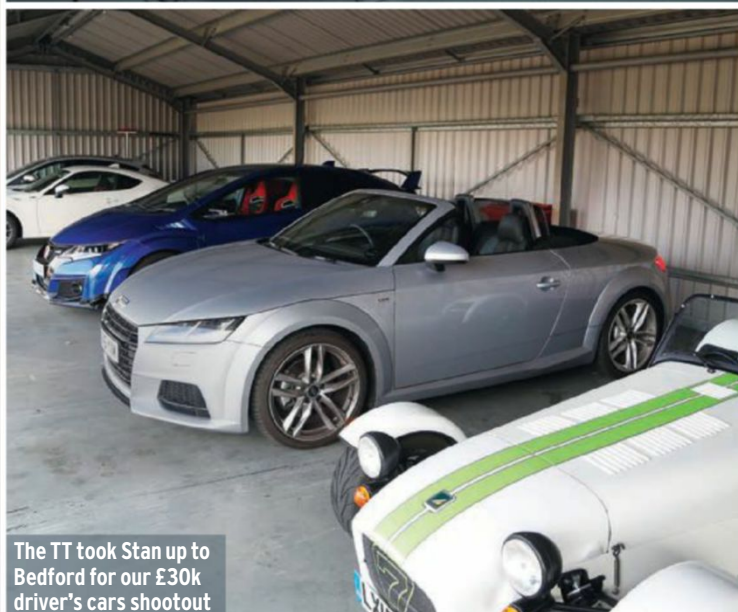
Depreciation £10,635

Cost per mile inc depreciation £1.47

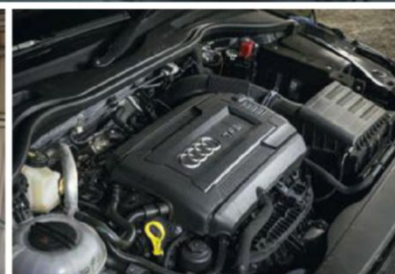
Faults Door rattle, switchgear foibles, squeak from bootlid hinge bumpstops (all fixed under warranty)

#### PREVIOUS REPORTS

29 Jul, 2 Sep, 7 Oct, 11 Nov, 2 Dec



The TT took Stan up to Bedford for our £30k driver's cars shootout



The 2.0 TFSI is good for 0-62mph in 6.2sec



Dealer visits left a favourable impression

has a great driving position, although in the summer the part-leather, part-Alcantara seats could become a bit sticky when it was hot.

That's a pretty small foible in what's otherwise a good cabin, though. All of the switchgear looks and feels great, right down to the digital instrument panel. I love Audi's Virtual Cockpit and found that it works really well. There were times when I'd been away on a job for a couple of days, come back from the airport, climbed into the TT and naturally reached for the right button to adjust the stereo or a navigation setting. When you flit between as many cars as we do in this job, finding one that, ergonomically at least, fits you so well is really valuable.

Not that I love everything about the Audi, of course, but the issues are few. During its time with me, it had a couple of return visits to the dealer – the swanky West London Audi showroom

## When you flit between as many cars as we do, to find one that fits so well is valuable

you may have seen from the elevated section of the M4. They weren't for anything serious, though – just minor interior problems. Although I loved the look of the cabin, the coin tidy lid became stuck; likewise the wind deflector switch, while the door card clip came loose and rattled when I turned up the stereo, and there was a squeak from the rear that turned out to be caused by the bootlid hinges' bumpstops.

In the end it took two visits to the dealer before all the necessary replacement bits arrived and had been fitted. The headlights were realigned at the same time, but the service was always exemplary; you get greeted by a team who look after you very nicely indeed, although it's a shame I had to

see them twice, rather than once. But anyway, everything got done in the end.

The TT Roadster was returned with just 7900 miles on the clock, so it didn't need a first service and we weren't able to factor that into the running costs. All of the remedial work was carried out under warranty, so beyond petrol, there weren't any extraneous expenses. The TT sipped fuel at a rate of 34.3mpg, which I think is pretty respectable for a car that can reach 62mph from rest in 6.2sec and which I don't go out of my way to drive economically. When I did try, I managed 38.8mpg. I was happy enough with those figures – hardly a surprise, because overall I was happy enough with the TT Roadster.

stan.papior@haymarket.com





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# McLaren 650S Spider

**Mileage | 6951** Its itinerary has included Silverstone (twice), drag racing and Goodwood

**S**hare and share alike is a motto I'd usually happily live by. Except when colleagues ask to drive the 650S Spider, that is. Put simply, I'd like it all to myself all the time. Still, a few have caught me off guard, pounced upon a weakness and had a go.

Matt Prior was one of them. He took it off to RAF Alconbury so it could take part in some drag racing for some videos and the feature on p32 of this issue. He found the launch control easy to use and said it was "quite fast". Quite.

Back in the autumn, John McIlroy took the 650S down to the Goodwood Revival, where there was a special celebration of Bruce McLaren's life. His verdict on the car: "You forget how rare it is, perhaps because it's so straightforward to drive. We got tons of looks when we drove it into the car



Our 650S Spider took on a BSB Honda superbike and a BTCC Civic at Silverstone



Neal and Linfoot both loved the 650S

park at Goodwood – people pointing, that sort of thing."

More pointing took place at Silverstone, where James Drake of our sister brand Pistonheads drove it so that it could take centre stage in one of their Sunday Service events. It was a hit and pictures of it have cropped up on the Pistonheads forum.

"Interestingly, the garages that we were allocated were the ones in which McLaren put a marble floor down for the British GP some years ago," said James. "Perhaps they knew we'd be making use of it all this time later."

The 650S was back at Silverstone a week or two later for more filming with Prior, who put it up against Honda BTCC driver Matt Neal and Honda British Superbike rider Dan Linfoot.

Of course, my new-found generosity in sharing the keys extended to allowing Neal and Linfoot to have a go. Neal went first, raved about the brakes, loved how it turned in and was surprised at just how approachable it was.

Linfoot was next, and it was the first supercar he'd driven. He loved it, too, having been like a caged animal waiting to have a go and then having his heart still race half an hour after driving it.

Right, can I have the keys back, please? [mark.tishaw@haymarket.com](mailto:mark.tishaw@haymarket.com)

## McLaren 650S Spider

**Price** £215,250 **Price as tested** £255,930

**Economy** 23.2mpg **Faults** Patchy radio signal

**Expenses** None **Last seen** 4.11.15



# Ford Mondeo

**Mileage 11,732**

Despite having spent an inordinate amount of time in its middle, my recent experience of the Mondeo has orbited around what's going on in the front and the back.

In the nose, the 148bhp 2.0-litre Duratorq engine is now fully worn

into its distant grumble by the constant effort of meandering round and round the motorway network. The performance has been within expectations, but with the optimism of a mother's love, Ford quotes beyond 65mpg combined for the Mondeo. I've seen more like 41mpg.

That's a reflection of my right foot and enthusiastic driving style.

This is real-world testing of the sort conducted by every sales rep ever encouraged to take meetings in Croydon, Nuneaton and Bristol on the same day, and the Mondeo's modest return will be no surprise to them. But to everyone else, the economy must look paltry. Therefore, in their interests – and in mine, one speed awareness course having already been attended – I will endeavour to slow down between now and my next missive in the hopes of recording 'above' average economy instead of a rather more fraught 'below'.

The issues at the back of the Mondeo are rather more specific. The once-stiff tailgate, remedied by Ford, revealed its increased ease of use by coming down on my head in high wind while I was taking photos from the boot, much to the amusement of all following.

It would be nice if Ford fitted those gizmos that keep the seatbelts from falling behind the rear seats when you put them back upright. A mechanism

in the boot for collapsing them back down again would be useful, too. I realise that I probably use that function more than most Mondeo owners, but if you're going to make the nation's favourite saloon into a permanent hatchback, it's worth getting these things right. Especially now that I've slowed down enough to appreciate the little things.

[luc.lacey@haymarket.com](mailto:luc.lacey@haymarket.com)

## Ford Mondeo 2.0 TDCi Titanium 5dr

**Price** £24,545 **Price as tested** £27,465

**Economy** 41.1mpg **Faults** Stiff boot struts

(now fixed) **Expenses** None **Last seen** 18.11.15



It's currently drinking a gallon every 41 miles





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## THE LOG BOOK

**Lexus NX300h****Mileage** 9985 **Last seen** 18.11.15

Despite the abundance of crossovers on our roads, it's the progenitor of the breed, the Nissan Qashqai, which still grabs the limelight. Like our NX, it's refined, spacious and easy to drive. In many ways it plays Sinatra to our car's Matt Monro. Our NX is impressive, but the Qashqai will always be chairman of the board. **MP**

**Suzuki Celerio****Mileage** 6009 **Last seen** 18.11.15

Knowing that the Celerio is 80-90kg lighter than the Volkswagen Up, I've spent the past 6000 miles wondering why it feels so rigid and rattle-free. It's down to good design and an absence of weighty gadgets, I guess. True, the trim doesn't feel substantial, but it's perfectly durable. As a result, I've come to prefer the performance and extra economy that lightness brings. **SC**

**Volkswagen Golf R****Mileage** 5880 **Last seen** 28.10.15

There's something odd about the way the side skirts fit on the Golf R. They appear to be slightly too long for the car, sticking out by several millimetres into the rear wheel wells. Maybe they're like that for aerodynamic reasons, or it's a visual trick, but the gap they leave isn't all that tidy and could easily fill up with muck in winter. **AM**

## BMW M4

**Mileage** | 12,339 A soaking wet track day at Brands Hatch provides one or two surprises

Last time I wrote about the M4, I was musing on how it appeared pinched between two of its own stablemates – the mad, bad M4 GTS and the cheaper but damned near as potent M2. Nobody has driven either yet, but if these in-house alternatives weren't already enough to have the M4 quaking in its boots, the new Mercedes-AMG C63 S Coupé certainly should.

So I did what any sensible man with an M4 should do: namely, head off to a track day to dig a little deeper and see if it really has the necessary mettle.

I've spent a long time talking about how spiky and aggressive the M4's power delivery is. So when I turned up to Brands Hatch in the pouring rain, I was very, very glad I'd swapped the near-bald rear tyres for the fresh set I'd been carrying around in the boot. I'd need all the grip I could get.

Starting with DSC on, I saw a lot of flashing yellow lights on the dashboard, frequent stabs of intervention not helping my already jittery nerves. Swallowing a brave pill, I then went out in M Dynamic mode to see just how sketchy it would be. I was in for a shock.

With a looser grip on the reins, the M4 actually felt massively more confidence-inspiring. True, tip-toeing



M4 revealed its playful side after switching to M Dynamic mode between sessions

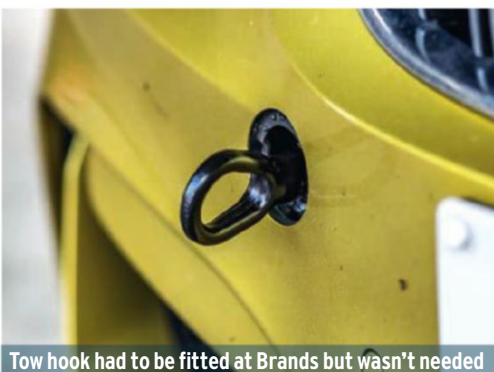
around that spike of boost demanded delicacy on the throttle. But with more freedom, the communication through the chassis and steering made this surprisingly easy to read. And a car I'd previously described as twitchy revealed itself as playful and better able to put its power down than expected.

The active differential is key, and if you're patient and let it distribute the power to where it can be best deployed, your reward is serious pace. Or easily managed and outrageous drifts. It's your choice.

Those extravagant carbon-ceramic brakes proved their worth, too, especially having experienced how quickly the brake pedal wilted in similar conditions in a V8 M3. And if you've noted a dip in my car's average fuel economy, that's because I did a tank of fuel at Brands in just 75 miles. Typically, I'll be tipping over 300 on the road before looking to fill up.

With this experience fresh in my head, off I went to drive the C63, in similarly biblical conditions and also on track. The C63 is, objectively, the better car. It has a huge power advantage and smoother transition between on and off boost, makes a stupendous noise and is more confident in its spring/damper balance. But it's possibly too mature for its own good, trading AMG's traditional muscle-car rawness for sophistication and grip.

So as I drove home in the M4 after sampling the C63, I realised I'd still take the BMW. Its talents are buried a little deeper, but the reward for unearthing them is more satisfying. I've grown to appreciate its naked aggression and edginess and the upward trajectory of my feelings for it has steepened. Enough to keep sufficient head room over the M2? I look forward to finding out.

[dan.trent@haymarket.com](mailto:dan.trent@haymarket.com)**BMW M4****Price** £55,635 **Price as tested** £73,870**Economy** 23.7mpg **Faults** None**Expenses** None **Last seen** 18.10.15

Tow hook had to be fitted at Brands but wasn't needed



# DEALS

Bargain new  
and used motors



## Scrapheap challenged

Prices for scrap metal have fallen, which is good news for Bangernomics fans. **James Ruppert** reports

**M**uch of the motivation for this column comes from you, dear Autocar reader, and people who just randomly email from around the world to chat about used cars. So I am indebted to a Mr B, who did the decent thing and popped into his local scrappie to get a replacement door handle for his X-reg Ford Fiesta. He asked the proprietor about the scrap value of his car. Irrespective of any MOT element, to them it is just a potential cube of metal. So it would be £30 if he left it with the scrappie or, if they had to get the lorry out and fetch it, nuffink.

The official explanation is that scrap has dropped in value dramatically during the past three weeks, because the Chinese are no longer so keen on

scrap metal. Mr B reckons that it can lead to only one thing: cheaper used cars, especially aged runners.

I think he's right. And actually, £30 was a pretty good deal. I do take a peek at scrap prices from time to time and the going rate seems to be £25 a ton. It varies by the day but, unlike anything copper, rusty metal does not have the same allure to scrappies. That's why we need to get in the way of the scrappie and scoop up roadworthy cars.

This means we need some mechanism whereby perfectly good cars aren't just thrown away. The part-exchange system can certainly save some, if they get pinged off to auction. Often it is private sellers who don't feel happy with what they have been offered



A ton of this stuff is worth typically £25

via the traditional channels. They just need to be calmed down and introduced to someone who would buy their car for a fair price and use it. I suppose that's called a classified ad.

Often, though, people don't know what they have or what they should do with it. I was contacted by a gentleman sorting out the garage of a deceased friend and inside it was a low-mileage Honda Civic Coupé. If you were hoping

**A local dealer paid a few hundred quid for a Honda Civic Coupé found in a garage. It started on the second try**





**P70** James Rupert  
Used car expert



**P72** Alan Taylor-Jones  
Deals expert



**P74** Nic Cackett  
Data expert



Some cars end up being scrapped instead of resold

## BANGERNOMICS BEST BUYS



### READER'S CAR: FORD FOCUS

Colin Strickland was looking for a first car for his 17-year-old son. He found this 53-plate Ford Focus 1.6 Zetec advertised as 'spares or repair' for £350 because of a small dent on the rear and intermittent running problems.

"However, when I spoke to the owner, the car seemed to tick all the boxes: full history, recent cambelt change and all the right things fixed," says Colin. "So for £300, plus the cost of a coil pack (£20) and a second-hand bumper (circa £40), we seem to have got a very nice Focus."

### SEND YOUR BANGERNOMICS TALES TO JAMES

Twitter: @Bangernomics  
Email: james@bangernomics.com

### WHAT CAUGHT MY EYE THIS WEEK: BATTERY SWAP

Save a fortune – well, 30-odd quid – by fitting a battery yourself. That's provided you can find it and avoid the 'fitting' and disposal charge (take it to the recycling centre yourself) that suppliers offer.



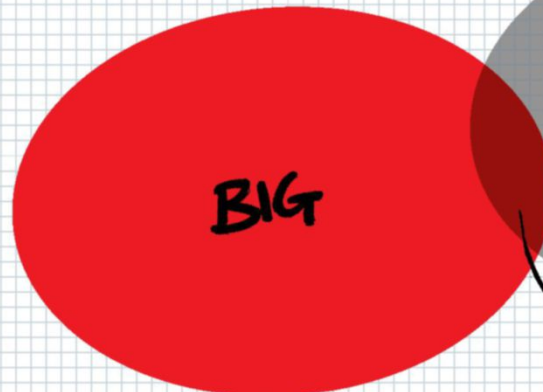
### USED CAR DILEMMA: AUDI A6

The A6 falls through the cracks between the A4 and A8 and no one seems to know that it's there. However, if you want a spacious, mostly diesel-powered posh saloon, nothing else is better value.

to find anything in a garage that wasn't a 'barn find' Bugatti, you'd want it to be a Honda, because you'd know that after fitting a new battery, it would fire up immediately.

Now, some people may well have phoned the scrap fellow, who would have taken it away for free and presumably cubed it. As it turned out, a local car dealer did pay a few hundred quid for it and the Honda started on the second try from a jump start. So the car is saved and will be resold for £795 or something.

To take advantage of ultra-low scrap prices, then, we need a better way of putting good cheap cars into the hands of eager converts to Bangernomics. I look forward to hearing from you.



FORGETTABLE SALOON





# Quick quarter-milers for less than £10k

Inspired by our drag racing feature on p32? **Alan Taylor-Jones** picks six cars that give lots of bang for your buck and scope for further tuning

## 1 **Subaru Impreza WRX** (1992-2002)

Avoid the naturally aspirated models and the Impreza offers some key ingredients for drag dominance. The early cars are light, they have four-wheel drive and they come with immensely tuneable turbo engines.

Standard UK cars will be brisk with around 210bhp but the Japanese-market WRX and STI models have up to 276bhp. In both

instances, there is much more power to be extracted.

Getting a car into the 10-second bracket is a doable if expensive process. At least prices start at a little over £1000 for a high-mileage car with some MOT. They are reliable if cared for but that's unlikely at this money. Still, less than £7000 will get you a cracker.



2



## **Toyota Supra** (1992-2002)

There's a very good reason why this generation of the Toyota Supra was one of the early stars of a certain car-based film franchise: it can be made to go incredibly quickly. The twin-turbo in-line six may have had 'only' 276bhp in Japanese spec but it can be taken to well over double that.

For an outlay of less than £10,000, you're probably only going to find one equipped with an automatic gearbox these days, but that isn't a problem if you're living life a quarter of a mile at a time. Many examples will have been modified so keep a watchful eye out for any shoddy workmanship.

## **Nissan Skyline GT-R** (1989-1998)

Prices are rising on the R32 and R33 Skyline GT-R but you can still find them for under £10,000. The GT-R was meant to have 276bhp but they all seem to dyno at more than 300bhp. There are plenty on offer with over 400bhp,

though, and the RB26 twin-turbo straight six is immensely strong.

The GT-R's four-wheel drive helps it launch even harder. With enough tuning (and money), a road-legal car can run a quarter mile in the eight-second range.

3







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6



### Audi RS6 (2002-2004)

The Audi RS6 follows a similar recipe to the Subaru Impreza but with everything doubled. There are twice as many cylinders, twice the power and not far off twice the weight, either.

Available as a saloon and an estate, the RS6 is capable of 0-62mph in 4.6sec thanks to a twin-turbo V8 with 444bhp

and its quattro four-wheel drive. As with most modern motors running forced induction, extra power is fairly easy to extract. Upwards of 500bhp is just an exhaust and remap away.

Prices may start at around £7000 but we'd hunt down a cared-for example at £10,000 or, ideally, above.

4



### Mercedes-Benz CL600 (2003-2006)

This old barge may seem an odd choice but has one very big thing going for it: a twin-turbo V12. The 493bhp powerhouse gives a 0-60mph time of under five seconds and 0-100mph in just over 10.

They're rare but you can pick one up for less than £9000. If you're certifiable, you could then ditch much of the interior to lose weight and look at extracting even more power from the V12. Brabus got over 700bhp out of it. Be prepared to spend lots on maintenance, though.

5



### Chevrolet Camaro (1997-2002)

As they love to say in the US, there ain't no replacement for displacement. With a 5.7-litre V8, the 325bhp fourth-gen Camaro is quick out of the box.

Opt for a later version with the aluminium-block LS1 V8 and there's a raft of bolt-on parts to hike power significantly. They can be turbocharged to produce horsepower well into four figures, if you throw enough money at it.

You can get one for £7000 but budget plenty of cash for petrol.



# NEW CARS A-Z

For full reviews of every car listed here, visit our website, [autocar.co.uk](http://autocar.co.uk)

## Autocar's star ratings explained

- ☆☆☆☆ Inherently dangerous/unsafe. Tragically, irredeemably flawed.
- ☆☆☆☆ Appalling. Massively significant failings.
- ☆☆☆☆ Very poor. Fails to meet any accepted class boundaries.
- ☆☆☆☆ Poor. Within acceptable class boundaries in a few areas. Still not recommendable.
- ☆☆☆☆ Off the pace. Below average in nearly all areas.
- ☆☆☆☆ Acceptable. About average in key areas, but disappoints.
- ☆☆☆☆ Competent. Above average in some areas, average in others. Outstanding in none.
- ☆☆☆☆ Good. Competitive in key areas.
- ☆☆☆☆ Very good. Very competitive in key areas, competitive in secondary respects.
- ☆☆☆☆ Excellent. Near class leading in key areas, and in some ways outstanding.
- ☆☆☆☆ Brilliant, unsurpassed. All but flawless.



Any car that has had a full Autocar road test is highlighted in yellow.

FOR FULL RESULTS see page 85

| Make and Model   | Price   | Bhp | CO <sub>2</sub> g/km | Insurance group |
|--|---------|-----|----------------------|-----------------|
| <b>ABARTH</b>  |         |     |                      |                 |
| <b>500 3dr hatch</b> Good value hot hatch. In Esseesse trim it's great fun to drive                |         |     |                      |                 |
| 1.4 T-Jet  | £14205  | 133 | 155                  | 26              |
| <b>500 CONVERTIBLE 2dr open</b> Open-top hot hatch, has a softer ride than the tin-top car         |         |     |                      |                 |
| 1.4 16v Turbo T-Jet  | £16005  | 133 | 155                  | 27              |
| <b>ALFA ROMEO</b>  |         |     |                      |                 |
| <b>MITO 3dr hatch</b> Classy, well equipped and cheap. No dynamic benchmark                        |         |     |                      |                 |
| 0.9 TB Twinlir 105 Distinctive   | £16160  | 103 | 98                   | 13              |
| 0.9 TB Twinlir 105 QV Line   | £16910  | 103 | 98                   | 13              |
| 1.4 140 M'air TCT Distinctive  | £17710  | 138 | 124                  | 19              |
| 1.4 140 M'air TCT QV Line  | £18460  | 138 | 124                  | 20              |
| 1.4 170 M'air O'Verde  | £20300  | 168 | 139                  | 26              |
| 1.3 JTDm-2 85 Distinctive  | £16745  | 94  | 90                   | 11              |
| 1.6 JTDm-2 120 D'ive S-S   | £17910  | 118 | 114                  | 19              |
| 1.6 JTDm-2 120 QV Line   | £18660  | 118 | 114                  | 20              |
| <b>GIULIETTA 5dr hatch</b> Stylish, rewarding family hatch. A new era for Alfa                     |         |     |                      |                 |
| 2.0 JTDm 175 Excl. TCT   | £25840  | 148 | 110                  | 20              |
| 2.0 JTDm 175 QV Line TCT   | £27590  | 148 | 110                  | 20              |
| 1.4 TB 120 Progression   | £18450  | 118 | 149                  | 16              |
| 1.4 TB 120 Distinctive   | £19700  | 118 | 149                  | 16              |
| 1.4 TB Mult'ir 170 Distinctive   | £21210  | 168 | 134                  | 23              |
| 1.4 TB Mult'ir 170 Excl.   | £22950  | 168 | 134                  | 23              |
| 1.4 TB Mult'ir 170 Ex'ive TCT  | £24245  | 168 | 121                  | 23              |
| 1.4 TB Mult'ir 170 QV Line   | £24700  | 168 | 134                  | 23              |
| 1.4 TB Mult'ir 170 QV Line TCT   | £25995  | 168 | 121                  | 23              |
| 1.6 JTDm 105 Progression   | £19500  | 103 | 114                  | 16              |
| 1.6 JTDm 105 Distinctive   | £20750  | 103 | 114                  | 16              |
| 1.6 JTDm 105 Excl.   | £22500  | 103 | 114                  | 16              |
| 2.0 JTDm 150 Distinctive   | £21930  | 148 | 110                  | 20              |
| 2.0 JTDm 150 Excl.   | £23680  | 148 | 110                  | 20              |
| 2.0 JTDm 150 QV Line   | £25430  | 148 | 110                  | 20              |
| <b>4C 2dr coupé</b> A singular statement. Flawed, perhaps, but the best current Alfa by miles      | £51500  | 237 | 159                  | 50              |
| <b>ALPINA</b>  |         |     |                      |                 |
| <b>B3 2dr coupé</b> Rapid, usable and cheaper alternative to an M3                                 |         |     |                      |                 |
| 3.0 S Biturbo  | £51350  | 304 | 224                  | -               |
| <b>4dr saloon</b> Rapid, usable and cheaper alternative to an M3                                   |         |     |                      |                 |
| 3.0 S Biturbo  | £50350  | 304 | 224                  | -               |
| <b>B3 CONVERTIBLE 2dr open</b> Rapid, usable, cheaper alternative to an M3                         |         |     |                      |                 |
| 3.0 S Biturbo  | £56450  | 304 | 225                  | -               |
| <b>B3 TOURING 5dr estate</b> Rapid, usable and cheaper alternative to an M3                        |         |     |                      |                 |
| 3.0 S Biturbo  | £51350  | 304 | 225                  | -               |
| <b>B5 4dr saloon</b> Huge pace, but let down by unimoving dynamics                                 |         |     |                      |                 |
| 3.0 S Biturbo  | £71950  | 507 | 252                  | -               |
| 3.0 S Biturbo  | £71950  | 507 | 252                  | -               |
| <b>B5 TOURING 5dr estate</b> Huge pace, but let down by unimoving dynamics                         |         |     |                      |                 |
| 3.0 S Biturbo  | £71950  | 507 | 255                  | -               |
| <b>B7 4dr saloon</b> Makes sense on an autobahn but not for the UK                                 |         |     |                      |                 |
| 4.4 V8 Switch-tronic   | £95850  | 500 | 282                  | -               |
| 4.4 V8 Switch-tronic LWB   | £98850  | 500 | 282                  | -               |
| <b>D3 4dr saloon</b> Precise dynamics with added Alpina kudos and a great engine                   |         |     |                      |                 |
| 3.0 Bi-Turbo   | £46950  | 345 | 139                  | 50              |
| <b>D5 4dr saloon</b> Rapid, usable and cheaper alternative to an M5                                |         |     |                      |                 |
| 3.0 Bi-Turbo   | £55950  | 340 | 155                  | -               |
| <b>XD3 5dr 4x4</b> Alpina's first SUV is a triumph. Hugely fast, capable and desirable             |         |     |                      |                 |
| 3.0 XD3  | £54950  | 345 | -                    | 49              |
| <b>ARIEL</b>   |         |     |                      |                 |
| <b>ATOM 0dr open</b> Superbly fast track mentalism. As exhilarating as cars get                    |         |     |                      |                 |
| 245  | £29321  | 245 | -                    | -               |
| 300  | £34319  | 300 | -                    | -               |
| <b>ASTON MARTIN</b>  |         |     |                      |                 |
| <b>RAPIDE 4dr saloon</b> Four-door Aston is more practical, but just as charming                   |         |     |                      |                 |
| 5.9 V12 S  | £149995 | 550 | 355                  | -               |
| <b>VANTAGE 2dr coupé</b> Stunning Brit sports car. V12 is a new benchmark for Aston                |         |     |                      |                 |
| 4.7 V8   | £84995  | 420 | 299                  | -               |
| 4.7 V8 S   | £99995  | 430 | 299                  | -               |
| 5.9 V12 S  | £138000 | 565 | 388                  | 50              |
| <b>VANTAGE ROADSTER 2dr open</b> Drop-tops suits the Vantage's relaxed nature                      |         |     |                      |                 |
| 4.7 V8   | £98995  | 420 | 299                  | -               |
| <b>AUDI</b>  |         |     |                      |                 |
| <b>A1 3dr hatch</b> Audi's answer to the Mini. Fun and refined                                     |         |     |                      |                 |
| 1.4 TFSI 125 Sport   | £16730  | 123 | 115                  | 21              |
| 1.4 TFSI 125 S line  | £18125  | 123 | 117                  | 21              |
| 1.4 TFSI 150 S line  | £19520  | 148 | 112                  | 25              |
| 2.0 TFSI 231 S1  | £25420  | 228 | 162                  | 33              |
| 1.6 TDI 116 SE   | £15430  | 114 | 92                   | 19              |
| 1.6 TDI 116 Sport  | £17405  | 114 | 92                   | 19              |
| 1.6 TDI 116 S line   | £19400  | 114 | 93                   | 19              |
| <b>A1 5dr sportback</b> Rear doors add convenience to an attractive package                        |         |     |                      |                 |
| 1.4 TFSI 125 Sport   | £17350  | 123 | 118                  | 21              |
| 1.4 TFSI 125 S line  | £19345  | 123 | 119                  | 21              |
| 1.4 TFSI 150 S line  | £20140  | 148 | 112                  | 25              |
| 2.0 TFSI 231 S1  | £26155  | 228 | 166                  | 33              |
| 1.6 TDI 116 SE   | £16050  | 114 | 92                   | 19              |
| 1.6 TDI 116 Sport  | £18025  | 114 | 92                   | 19              |
| 1.6 TDI 116 S line   | £20020  | 114 | 93                   | 19              |
| <b>A3 3dr hatch</b> Classy interior, stable handling and good engines. Second only to the Golf     |         |     |                      |                 |
| 1.2 TFSI 110 SE  | £18615  | 108 | 117                  | 17              |
| 1.6 TDI 110 ultra SE Technik   | £21615  | 108 | 89                   | 17              |
| 2.0 TDI 184 quattro S line   | £29945  | 148 | 129                  | 26              |
| 2.0 TDI 184 quattro Sport  | £27795  | 148 | 127                  | 26              |
| 2.0 TDI 184 S line   | £27035  | 148 | 114                  | 28              |
| 2.0 TDI 184 Sport  | £24885  | 148 | 112                  | 27              |
| 2.0 TFSI 300 quattro S3  | £30980  | 296 | 162                  | 36              |
| 1.2 TFSI 110 Sport   | £20015  | 108 | 117                  | 17              |
| 1.2 TFSI 110 S line  | £22125  | 108 | 114                  | 18              |
| 1.4 TFSI 125 SE  | £19915  | 123 | 122                  | 18              |
| 1.4 TFSI 125 Sport   | £21315  | 123 | 122                  | 19              |
| 1.4 TFSI 125 S line  | £22465  | 123 | 124                  | 20              |
| 1.4 TFSI 150 SE ACT  | £20765  | 148 | 109                  | 23              |
| 1.4 TFSI 150 Sport ACT   | £22165  | 148 | 109                  | 23              |
| 1.4 TFSI 150 S line ACT  | £24315  | 148 | 111                  | 24              |
| 1.8 TFSI 180 Sport   | £23905  | 178 | 135                  | 26              |
| 1.8 TFSI 180 quattro Sport   | £26830  | 178 | 149                  | 27              |
| 1.8 TFSI 180 S line  | £26055  | 178 | 135                  | 27              |
| 1.8 TFSI 180 quattro S line  | £29055  | 178 | 153                  | 28              |
| 1.6 TDI 110 ultra SE   | £20865  | 108 | 89                   | 17              |
| 1.6 TDI 110 Sport  | £24415  | 108 | 107                  | 18              |
| 1.6 TDI 110 S line   | £22215  | 108 | 108                  | 21              |
| 2.0 TDI 150 SE Technik   | £22965  | 148 | 108                  | 23              |
| 2.0 TDI 150 Sport  | £23615  | 148 | 108                  | 21              |
| 2.0 TDI 150 S line   | £25765  | 148 | 109                  | 21              |
| <b>A3 4dr saloon</b> All the A3's standard attributes in a saloon body. S3 great looking           |         |     |                      |                 |
| 1.4 TFSI 150 ACT Sport   | £23335  | 148 | 110                  | 23              |
| 1.6 TDI 110 S line   | £25585  | 108 | 106                  | 18              |
| 1.8 TFSI 180 quattro S line  | £30225  | 178 | 153                  | 28              |
| 1.8 TFSI 180 quattro Sport   | £28000  | 178 | 149                  | 25              |
| 1.8 TFSI 180 Sport   | £25075  | 178 | 135                  | 23              |
| 2.0 300 quattro S3   | £33580  | 296 | 164                  | 36              |
| 2.0 TDI 150 Sport  | £24785  | 148 | 107                  | 23              |
| 1.4 TFSI 150 ACT S line  | £25485  | 148 | 112                  | 24              |
| 1.8 TFSI 180 S line  | £27225  | 178 | 135                  | 24              |
| 1.6 TDI 110 Sport  | £23435  | 108 | 104                  | 17              |
| 2.0 TDI 150 S line   | £26935  | 148 | 108                  | 24              |
| 2.0 TDI 184 Sport  | £26055  | 181 | 112                  | 27              |
| 2.0 TDI 184 S line   | £28205  | 181 | 114                  | 28              |
| 2.0 TDI 184 quattro Sport  | £28965  | 181 | 127                  | 26              |
| 2.0 TDI 184 quattro S line   | £31115  | 181 | 129                  | 26              |
| <b>A3 5dr sportback</b> Classy interior, stable handling and good engines. Second only to the Golf |         |     |                      |                 |
| 1.4 TFSI 125 S line  | £24085  | 123 | 124                  | 20              |
| 1.4 TFSI 125 Sport   | £21935  | 123 | 122                  | 19              |
| 1.8 TFSI 180 quattro S line  | £29675  | 178 | 153                  | 28              |
| 1.8 TFSI 180 S line  | £26675  | 178 | 135                  | 27              |
| 1.8 TFSI 180 Sport   | £24525  | 178 | 135                  | 26              |
| 2.0 TDI 150 S line   | £26385  | 148 | 109                  | 21              |
| 2.0 TDI 150 SE   | £22835  | 148 | 108                  | 21              |
| 2.0 TDI 150 Sport  | £24235  | 148 | 108                  | 21              |
| 2.0 TDI 184 quattro S line   | £30565  | 175 | 129                  | 26              |
| 2.0 TFSI 300 quattro S3  | £31600  | 296 | 162                  | 36              |
| 1.2 TFSI 110 SE  | £19235  | 108 | 117                  | 17              |
| 1.2 TFSI 110 Sport   | £20635  | 108 | 117                  | 17              |
| 1.2 TFSI 110 S line  | £22745  | 108 | 114                  | 18              |
| 1.4 TFSI 125 SE  | £20535  | 123 | 122                  | 18              |
| 1.4 TFSI 150 SE ACT  | £21385  | 148 | 112                  | 23              |
| 1.4 TFSI 150 Sport ACT   | £22785  | 148 | 112                  | 23              |
| 1.4 TFSI 150 S line ACT  | £24935  | 148 | 114                  | 24              |
| 1.4 TFSI 150 e-tron  | £35340  | 201 | 37                   | 29              |
| 1.8 TFSI 180 quattro Sport   | £27450  | 178 | 149                  | 27              |
| 1.6 TDI 110 ultra SE   | £21485  | 108 | 89                   | 17              |
| 1.6 TDI 110 ultra SE Technik   | £22235  | 108 | 89                   | 17              |
| 1.6 TDI 110 Sport  | £22885  | 108 | 105                  | 17              |
| 1.6 TDI 110 S line   | £25035  | 108 | 107                  | 18              |
| 2.0 TDI 150 SE Technik   | £23585  | 148 | 108                  | 23              |
| 2.0 TDI 184 Sport  | £25505  | 175 | 112                  | 27              |
| 2.0 TDI 184 quattro Sport  | £28415  | 175 | 127                  | 26              |
| 2.0 TDI 184 S line   | £27655  | 175 | 114                  | 28              |
| <b>A3 CABRIOLET 2dr open</b> Measured success, but the usual sacrifices make it fun free           |         |     |                      |                 |
| 1.4 TFSI 150 S line  | £29675  | 148 | 118                  | 26              |
| 1.4 TFSI 150 SE  | £26125  | 148 | 116                  | 24              |
| 1.4 TFSI 150 Sport   | £27525  | 148 | 116                  | 25              |
| 1.8 TFSI 180 S line Au   | £32895  | 178 | 133                  | 29              |
| 1.8 TFSI 180 Sport Au  | £30745  | 178 | 133                  | 29              |
| 2.0 TDI 150 S line   | £31125  | 148 | 115                  | 27              |
| 2.0 TDI 150 SE   | £27575  | 148 | 113                  | 24              |
| 2.0 TDI 150 Sport  | £28975  | 148 | 113                  | 25              |
| 1.8 TFSI 180 Sport   | £29265  | 178 | 140                  | 29              |
| 1.8 TFSI 180 quattro Sport   | £32225  | 178 | 154                  | 29              |
| 1.8 TFSI 180 S line  | £31415  | 178 | 140                  | 31              |
| 1.8 TFSI 180 quattro S line  | £34415  | 178 | 157                  | 32              |
| 2.0 TFSI 300 quattro S3  | £39245  | 296 | 165                  | 42              |
| 1.6 TDI 110 SE   | £26225  | 108 | 110                  | 17              |
| 1.6 TDI 110 Sport  | £27625  | 108 | 118                  | 18              |
| 1.6 TDI 110 S line   | £29775  | 108 | 112                  | 20              |
| 2.0 TDI 184 Sport  | £30245  | 181 | 117                  | 30              |
| 2.0 TDI 184 S line   | £32395  | 181 | 119                  | 31              |
| 2.0 TDI 184 quattro S line   | £35435  | 181 | 134                  | 31              |
| 2.0 TDI 184 Sport  | £33285  | 181 | 132                  | 30              |
| <b>A4 4dr saloon</b> Highly competent and quality laden, leaves dynamic finesse to its rivals      |         |     |                      |                 |
| 2.0 TDI 150 Black Edition  | £31005  | 148 | 119                  | 24              |
| 2.0 TDI 150 S line   | £30230  | 148 | 119                  | 23              |
| 2.0 TDI 150 SE   | £28855  | 148 | 127                  | 23              |
| 2.0 TDI 150 SE Technik   | £30275  | 148 | 127                  | 23              |
| 2.0 TFSI 225 quattro Black Edit  | £32620  | 175 | 120                  | 27              |
| 2.0 TFSI 225 quattro S line  | £34500  | 175 | 122                  | 27              |
| 2.0 TFSI 225 quattro SE  | £31645  | 175 | 122                  | 27              |
| 2.0 TFSI 225 quattro SE Technik  | £32945  | 175 | 122                  | 27              |
| 1.8 TFSI 120 SE  | £25485  | 118 | 151                  | 19              |
| 1.8 TFSI 120 SE Technik  | £25685  | 118 | 151                  | 19              |
| 1.8 TFSI 120 S line  | £27240  | 118 | 151                  | 20              |
| 1.8 TFSI 120 Black Edition   | £28015  | 118 | 151                  | 20              |
| 1.8 TFSI 170 SE  | £26600  | 168 | 134                  | 25              |
| 1.8 TFSI 170 SE Technik  | £27420  | 168 | 134                  | 24              |
| 1.8 TFSI 170 S line  | £28855  | 168 | 134                  | 26              |
| 1.8 TFSI 170 Black Edition   | £29630  | 168 | 134                  | 26              |
| 3.0 V6 333 S4  | £39610  | 328 | 178                  | 36              |
| 3.0 V6 333 S4 Black Edition  | £40685  | 328 | 178                  | 36              |
| 2.0 TDI 136 SE Technik   | £28600  | 134 | 112                  | 23              |
| 2.0 TDI 136 SE   | £27600  | 134 | 112                  | 23              |
| 2.0 TDI 163 Ultra SE   | £28320  | 161 | 109                  | 27              |
| 2.0 TDI 163 Ultra SE Technik   | £29740  | 161 | 109                  | 27              |
| 2.0 TDI 177 S line   | £31175  | 175 | 120                  | 27              |
| 2.0 TDI 177 Black Edition  | £31175  | 175 | 120                  | 28              |
| 2.0 TDI quattro 177 SE   | £29880  | 175 | 134                  | 27              |
| 2.0 TDI quattro 177 SE Technik   | £31180  | 175 | 134                  | 27              |
| 2.0 TDI quattro 177 S line   | £32735  | 175 | 134                  | 27              |
| 2.0 TDI quattro 177 Black Edit   | £33510  | 175 | 134                  | 28              |
| 3.0 TDI quattro 245 SE   | £35360  | 237 | 149                  | 33              |
| 3.0 TDI quattro 245 S line   | £38215  | 237 | 149                  | 33              |
| 3.0 TDI quattro 245 Black Edit   | £38990  | 237 | 149                  | 34              |
| <b>A4 AVANT 5dr estate</b> Highly competent and quality laden, leaves dynamic finesse to others    |         |     |                      |                 |
| 1.8 TFSI 170 SE Technik  | £28735  | 158 | 141                  | 24              |
| 2.0 TDI 150 Black Edition  | £32305  | 148 | 124                  | 24              |
| 2.0 TDI 150 S line   | £31530  | 148 | 124                  | 23              |
| 2.0 TDI 150 SE   | £28315  | 148 | 123                  | 23              |
| 2.0 TDI 150 Sport  | £31575  | 148 | 129                  | 23              |
| 2.0 TDI 177 SE Technik   | £30920  | 175 | 126                  | 27              |
| 2.0 TFSI 225 quattro Black Edit  | £35575  | 222 | 159                  | 33              |
| 2.0 TFSI 225 quattro S line  | £35800  | 222 | 159                  | 33              |
| 2.0 TFSI 225 quattro SE  | £32945  | 222 | 159                  | 32              |
| 2.0 TFSI 225 quattro SE Technik  |         |     |                      |                 |



| Make and Model  | Price         | Bhp        | CO <sub>2</sub> g/km | Insurance group |
|---|---------------|------------|----------------------|-----------------|
| 4.2 V8 RS5  | £69555        | 444        | 249                  | 47              |
| 2.0 TDI 177 SE  | £34575        | 175        | 127                  | 29              |
| 2.0 TDI 177 S line  | £37825        | 175        | 127                  | 30              |
| 3.0 TDI 204 S line  | £41555        | 201        | 138                  | 33              |
| 3.0 TDI 245 quattro S line  | £45220        | 242        | 167                  | 39              |
| <b>A6 Adrsaloon</b> The best sprung Audi saloon, and one of the most appealing full stop. ★★★★★             |               |            |                      |                 |
| 3.0 BITDI 320 quattro Black Ed  | £51165        | 316        | 164                  | 44              |
| 3.0 BITDI 320 quattro S line  | £48990        | 316        | 159                  | 43              |
| 3.0 TDI 218 Black Edition   | £43135        | 215        | 127                  | 35              |
| 3.0 TDI 218 quattro Black Edn   | £44895        | 215        | 138                  | 40              |
| 3.0 TDI 218 quattro S line  | £42720        | 215        | 133                  | 39              |
| 3.0 TDI 218 quattro SE  | £40195        | 215        | 133                  | 39              |
| 3.0 TDI 272 quattro Black Edn   | £46455        | 268        | 138                  | 42              |
| 4.0 TFSI 450 S6   | £56545        | 429        | 214                  | 50              |
| 2.0 TDI 190 Ultra SE  | £32295        | 187        | 113                  | 32              |
| 2.0 TDI 190 Ultra S line  | £34820        | 187        | 114                  | 33              |
| 2.0 TDI 190 Ultra Black Edn   | £36995        | 187        | 119                  | 33              |
| 3.0 TDI 218 SE  | £38435        | 215        | 122                  | 34              |
| 3.0 TDI 218 S line  | £40960        | 215        | 122                  | 35              |
| 3.0 TDI 272 quattro SE  | £41755        | 268        | 133                  | 41              |
| 3.0 TDI 272 quattro S line  | £44280        | 268        | 133                  | 41              |
| 3.0 BITDI 320 quattro SE  | £46465        | 316        | 159                  | 43              |
| <b>A6 AVANT</b> 5dr estate A capable stress buster, Bilstein's giant killer. ★★★★★                          |               |            |                      |                 |
| 3.0 BITDI 320 quattro Black Ed  | £53330        | 316        | 169                  | 44              |
| 3.0 BITDI 320 quattro S line  | £51040        | 316        | 164                  | 43              |
| 3.0 TDI 218 Black Edition   | £45185        | 215        | 130                  | 35              |
| 3.0 TDI 218 quattro Black Edn   | £46960        | 215        | 144                  | 40              |
| 3.0 TDI 218 quattro S line  | £44770        | 215        | 138                  | 39              |
| 3.0 TDI 218 quattro SE  | £42245        | 215        | 138                  | 39              |
| 3.0 TDI 272 quattro Black Edn   | £48520        | 268        | 144                  | 42              |
| 4.0 TFSI 560 RS6  | £78790        | 552        | 223                  | 50              |
| 4.0 TFSI 450 S6   | £58545        | 429        | 214                  | 50              |
| 2.0 TDI 190 Ultra SE  | £32435        | 187        | 118                  | 32              |
| 2.0 TDI 190 Ultra S line  | £36870        | 187        | 119                  | 33              |
| 2.0 TDI 190 Ultra Black Edn   | £39045        | 187        | 124                  | 33              |
| <b>3.0 TDI 218 SE</b>   | <b>£40485</b> | <b>215</b> | <b>125</b>           | <b>34</b>       |
| 3.0 TDI 218 S line  | £43010        | 215        | 125                  | 35              |
| 3.0 TDI 272 quattro SE  | £43805        | 268        | 138                  | 41              |
| 3.0 TDI 272 quattro S line  | £46330        | 268        | 138                  | 41              |
| 3.0 BITDI 320 quattro SE  | £48515        | 316        | 164                  | 43              |
| <b>A6 ALLROAD</b> 5dr estate Rugged 4x4. Even more pricey. ★★★★★  |               |            |                      |                 |
| 3.0 TDI 218 quattro   | £45755        | 215        | 149                  | 39              |
| 3.0 TDI 218 quattro Sport   | £49455        | 215        | 149                  | 39              |
| 3.0 TDI 272 quattro   | £47315        | 268        | 149                  | 42              |
| 3.0 TDI 272 quattro Sport   | £50115        | 268        | 149                  | 42              |
| 3.0 BITDI 320 quattro   | £52125        | 316        | 172                  | 44              |
| 3.0 BITDI 320 quattro Sport   | £55825        | 316        | 172                  | 44              |
| <b>A7 SPORTBACK</b> 5dr hatch A good mix of luxury, practicality and driver reward. ★★★★★                   |               |            |                      |                 |
| 3.0 TFSI 333 quattro S line   | £53045        | 328        | 182                  | 44              |
| 3.0 TFSI 333 quattro Black Ed   | £55395        | 328        | 182                  | 44              |
| 3.0 TDI 218 Ultra SE Exec   | £45915        | 215        | 124                  | 37              |
| 3.0 TDI 218 Ultra S line  | £48705        | 215        | 128                  | 38              |
| 3.0 TDI 218 quattro SE Execut   | £47670        | 215        | 138                  | 41              |
| 3.0 TDI 218 quattro S line  | £49480        | 215        | 142                  | 41              |
| 3.0 TDI 218 quattro Black Ed  | £52830        | 215        | 142                  | 42              |
| 3.0 TDI 272 quattro SE Execut   | £59255        | 268        | 138                  | 43              |
| 3.0 TDI 272 quattro S line  | £53060        | 268        | 142                  | 43              |
| 3.0 TDI 272 quattro Black Ed  | £55410        | 268        | 142                  | 43              |
| 3.0 BITDI 320 quattro S line  | £56730        | 316        | 167                  | 45              |
| 3.0 BITDI 320 quattro Black Ed  | £59080        | 316        | 167                  | 45              |
| <b>A8 Adrsaloon</b> Stylish, comfortable and solid. A convincing exec saloon. ★★★★★                         |               |            |                      |                 |
| 3.0 TDI 258 quattro SE Exec   | £62185        | 247        | 155                  | 46              |
| 2.0 TFSI 245 Hybrid   | £64280        | 208        | 144                  | 42              |
| 2.0 TFSI 245 Hybrid L   | £68285        | 208        | 148                  | 43              |
| 3.0 TFSI 310 quattro SE Exec  | £64290        | 309        | 183                  | 46              |
| 3.0 TFSI 310 quattro Sport Exe  | £67890        | 308        | 183                  | 46              |
| 4.0 TFSI 435 quattro SE Exec L  | £76160        | 429        | 216                  | 49              |
| 4.0 TFSI 435 quattro Sport Exe  | £79760        | 429        | 216                  | 49              |
| 4.0 TFSI 520 S8   | £80735        | 513        | 216                  | 49              |
| 6.3 W12 500 quattro L   | £97920        | 493        | 254                  | 50              |
| 3.0 TDI 258 quattro SE  | £59580        | 254        | 158                  | 46              |
| 3.0 TDI 258 quattro SE L  | £63545        | 254        | 158                  | 46              |
| 3.0 TDI 258 quattro SE Exec L   | £66150        | 247        | 158                  | 46              |
| 3.0 TDI 258 quattro Sport Exe   | £69785        | 254        | 158                  | 46              |
| 3.0 TDI 258 quattro Sport Ex L  | £69785        | 254        | 158                  | 46              |
| 4.2 TDI 385 quattro SE Exec   | £72835        | 380        | 189                  | 50              |
| 4.2 TDI 385 quattro SE Ex L   | £76800        | 346        | 190                  | 50              |
| 4.2 TDI 385 quattro Sport Exe   | £76390        | 380        | 194                  | 50              |
| 4.2 TDI 385 quattro Sport Ex L  | £80355        | 380        | 197                  | 50              |
| <b>Q3 5dr 4x4</b> Typically refined and competent, but feels more A3 than SUV. ★★★★★                        |               |            |                      |                 |
| 1.4 TFSI 150 SE   | £25380        | 138        | 128                  | 19              |
| 1.4 TFSI 150 S line   | £28060        | 138        | 131                  | 20              |
| 2.0 TFSI 180 quattro SE   | £29640        | 176        | 152                  | 27              |
| 2.0 TFSI 180 quattro S line   | £32190        | 176        | 152                  | 27              |
| 2.0 TFSI 180 quattro S line Plus  | £34540        | 176        | 161                  | 28              |
| 2.5 TFSI 340 quattro RS   | £45540        | 335        | 203                  | 37              |
| <b>2.0 TDI 150 SE</b> £26920 148 119 20   |               |            |                      |                 |
| <b>2.0 TDI 150 quattro SE</b> £28480 148 131 20   |               |            |                      |                 |
| <b>2.0 TDI 150 S line</b> £29470 148 122 21   |               |            |                      |                 |
| <b>2.0 TDI 150 quattro S line</b> £31030 148 134 21   |               |            |                      |                 |
| <b>2.0 TDI 150 quattro S line Plus</b> £33380 148 140 21  |               |            |                      |                 |
| <b>2.0 TDI 184 quattro SE</b> £29280 181 139 24   |               |            |                      |                 |
| <b>2.0 TDI 184 quattro S line</b> £31845 181 143 24   |               |            |                      |                 |
| <b>2.0 TDI 184 quattro S line Plus</b> £34195 181 148 25  |               |            |                      |                 |
| <b>Q5 5dr 4x4</b> Exceptionally good handling for an SUV, but very compromised ride. ★★★★★                  |               |            |                      |                 |
| <b>2.0 TFSI 180 quattro S line PI</b> £36270 178 174 29   |               |            |                      |                 |
| <b>2.0 TFSI 180 quattro SE</b> £31370 178 174 28  |               |            |                      |                 |
| <b>2.0 TFSI 180 quattro S line</b> £33770 178 174 29  |               |            |                      |                 |
| <b>2.0 TFSI 225 quattro SE</b> £32845 222 173 29  |               |            |                      |                 |
| <b>2.0 TFSI 225 quattro S line</b> £35300 222 179 29  |               |            |                      |                 |
| <b>2.0 TFSI 225 q'tro S line Plus</b> £37800 222 181 30   |               |            |                      |                 |
| <b>2.0 TDI 150 quattro SE</b> £31720 148 147 21   |               |            |                      |                 |
| <b>2.0 TDI 150 quattro S line</b> £34120 148 150 21   |               |            |                      |                 |
| <b>2.0 TDI 150 quattro S line Plus</b> £36655 148 152 22  |               |            |                      |                 |
| <b>2.0 TDI 177 quattro S line</b> £32610 175 154 24   |               |            |                      |                 |
| <b>2.0 TDI 177 q'tro S line Plus</b> £35010 175 154 25  |               |            |                      |                 |
| <b>3.0 TDI 245 quattro SE</b> £38370 241 169 33   |               |            |                      |                 |
| <b>3.0 TDI 245 q'tro S line Plus</b> £40720 241 169 34  |               |            |                      |                 |
| <b>3.0 BITDI 313 S05</b> £44320 309 174 41  |               |            |                      |                 |
| <b>Q7 5dr 4x4</b> Seven-seat SUV feels like a BMW X5 or Land Rover is better. ★★★★★                         |               |            |                      |                 |
| <b>3.0 TDI 204 S line Plus</b> £51155 201 189 37  |               |            |                      |                 |
| <b>3.0 TDI 245 S line Plus</b> £52585 237 195 41  |               |            |                      |                 |
| <b>3.0 TDI 245 S line Sport Editi</b> £55585 237 195 41   |               |            |                      |                 |
| <b>3.0 TDI 245 S line Style Editi</b> £54085 237 195 41   |               |            |                      |                 |
| <b>4.2 TDI 340 S line Plus</b> £62220 335 242 46  |               |            |                      |                 |
| <b>4.2 TDI 340 S line Sport Editi</b> £65220 335 242 47   |               |            |                      |                 |
| <b>4.2 TDI 340 S line Style Editi</b> £63720 335 242 47   |               |            |                      |                 |
| <b>3.0 TDI 204 SE</b> £43895 201 189 35   |               |            |                      |                 |
| <b>3.0 TDI 204 S line</b> £46655 237 189 36   |               |            |                      |                 |
| <b>3.0 TDI 245 S line</b> £48085 237 195 40   |               |            |                      |                 |
| <b>4.2 TDI 340 S line</b> £57720 335 242 45   |               |            |                      |                 |
| <b>TT 2dr coupé</b> TT finds its mojo at last. Drive experience now as equal to the obvious prestige. ★★★★★ |               |            |                      |                 |
| <b>2.0 TFSI Sport</b> £29915 228 141 35   |               |            |                      |                 |
| <b>2.0 TFSI Sport quattro</b> £32860 228 153 37   |               |            |                      |                 |
| <b>2.0 TFSI S line</b> £32465 228 141 35  |               |            |                      |                 |
| <b>2.0 TFSI S line quattro</b> £35410 228 153 38  |               |            |                      |                 |
| <b>2.0 TFSI 310 quattro TTS</b> £38945 306 168 45   |               |            |                      |                 |
| <b>2.0 TDI Ultra Sport</b> £29810 181 116 34  |               |            |                      |                 |
| <b>2.0 TDI Ultra S line</b> £32360 181 116 35   |               |            |                      |                 |
| <b>TT ROADSTER</b> 2dr open Takes the edge off the TTS line looks - but still hugely competent. ★★★★★       |               |            |                      |                 |
| <b>2.0 TDI ultra 184 S line</b> £34545 181 114 36   |               |            |                      |                 |
| <b>2.0 TDI ultra 184 Sport</b> £31995 181 114 35  |               |            |                      |                 |
| <b>2.0 TFSI 230 quattro S line</b> £37595 228 158 39  |               |            |                      |                 |
| <b>2.0 TFSI 230 quattro Sport</b> £35045 228 158 38   |               |            |                      |                 |
| <b>2.0 TFSI 230 S line</b> £34650 228 144 38  |               |            |                      |                 |
| <b>2.0 TFSI 230 Sport</b> £32100 228 144 37   |               |            |                      |                 |
| <b>2.0 TFSI 310 TTS</b> £41130 306 173 43   |               |            |                      |                 |
| <b>R8 2dr coupé</b> Usable, but no less involving and dramatic for it. V10 is brutal. ★★★★★                 |               |            |                      |                 |
| <b>4.2 TFSI 400 V8</b> £97785 424 332 50  |               |            |                      |                 |
| <b>5.2 TFSI 525 V10</b> £114885 518 346 50  |               |            |                      |                 |
| <b>5.2 TFSI 550 V10 Plus</b> £126885 543 346 50   |               |            |                      |                 |
| <b>R8 SPYDER</b> 2dr open Great noise, and loses little of the coupe's poise. ★★★★★                         |               |            |                      |                 |
| <b>4.2 TFSI 430 V8</b> £102435 424 337 50   |               |            |                      |                 |
| <b>5.2 TFSI 525 V10</b> £123535 518 349 50  |               |            |                      |                 |
| <b>BAC</b>  |               |            |                      |                 |
| <b>MONO</b> 2dr open An F-22 Raptor for the road. Only better built. ★★★★★                                  |               |            |                      |                 |
| <b>Mono 2.3</b> £111168 280 - -   |               |            |                      |                 |
| <b>BENTLEY</b>  |               |            |                      |                 |
| <b>CONTINENTAL GT</b> 2dr coupé A brilliant Audi V8-inspired reboot. ★★★★★                                  |               |            |                      |                 |
| <b>6.0 W12 GT Speed</b> £151100 616 338 50  |               |            |                      |                 |
| <b>4.0 V8</b> £123850 500 246 50  |               |            |                      |                 |
| <b>4.0 V8 S</b> £139000 521 246 50  |               |            |                      |                 |
| <b>6.0 W12</b> £136710 567 385 50   |               |            |                      |                 |
| <b>CONTINENTAL GT CONVERTIBLE</b> 2dr open A brilliant Audi V8-inspired reboot. ★★★★★                       |               |            |                      |                 |
| <b>4.0 V8</b> £136250 500 254 50  |               |            |                      |                 |
| <b>4.0 V8 S</b> £152900 521 254 50  |               |            |                      |                 |
| <b>6.0 W12 Speed</b> £167900 616 347 50   |               |            |                      |                 |
| <b>MULSALON</b> 4dr saloon Effortless and graceful. Great driving position. ★★★★★                           |               |            |                      |                 |
| <b>6.75 V8</b> £224700 506 393 -  |               |            |                      |                 |
| <b>FLYING SPUR</b> 4dr saloon A genuine luxury saloon. Superb inside. As it should be. ★★★★★                |               |            |                      |                 |
| <b>4.0 V8</b> £136000 500 254 50  |               |            |                      |                 |
| <b>6.0 W12</b> £140900 616 343 50   |               |            |                      |                 |
| <b>6.0 W12 Mulliner</b> £150220 616 343 50  |               |            |                      |                 |
| <b>BMW</b>  |               |            |                      |                 |
| <b>1 SERIES</b> 3dr hatch Measures up on space and comfort now. Still no 3 Series. ★★★★★                    |               |            |                      |                 |
| <b>118i SE</b> £20245 134 125 18  |               |            |                      |                 |
| <b>118i Sport</b> £21245 134 129 18   |               |            |                      |                 |
| <b>118i M Sport</b> £22305 168 133 19   |               |            |                      |                 |
| <b>120i Sport</b> £22395 134 136 21   |               |            |                      |                 |
| <b>120i M Sport</b> £24995 134 139 22   |               |            |                      |                 |
| <b>125i M Sport</b> £26375 215 157 28   |               |            |                      |                 |
| <b>M135i</b> £31200 315 188 37  |               |            |                      |                 |
| <b>116d SE</b> £21180 114 94 15   |               |            |                      |                 |
| <b>116d ED Plus</b> £22030 114 89 15  |               |            |                      |                 |
| <b>116d Sport</b> £22180 114 103 15   |               |            |                      |                 |
| <b>116d M Sport</b> £22380 114 106 16   |               |            |                      |                 |
| <b>118d SE</b> £22325 148 104 19  |               |            |                      |                 |
| <b>118d Sport</b> £22325 148 109 19   |               |            |                      |                 |
| <b>118d M Sport</b> £25025 148 114 20   |               |            |                      |                 |
| <b>120d Sport</b> £24775 187 114 24   |               |            |                      |                 |
| <b>120d M Sport</b> £26475 187 118 25   |               |            |                      |                 |
| <b>125d M Sport</b> £29800 221 121 30   |               |            |                      |                 |
| <b>218i M Sport</b> £27175 134 125 18   |               |            |                      |                 |
| <b>220i Sport</b> £27545 215 146 25   |               |            |                      |                 |
| <b>220i M Sport</b> £28410 242 155 30   |               |            |                      |                 |
| <b>228i M Sport</b> £34540 326 189 39   |               |            |                      |                 |
| <b>218d SE</b> £24415 141 119 20  |               |            |                      |                 |
| <b>218d Sport</b> £25415 141 129 20   |               |            |                      |                 |
| <b>218d M Sport</b> £26765 141 123 21   |               |            |                      |                 |
| <b>218d xDrive M Sport</b> £27015 181 126 21  |               |            |                      |                 |
| <b>220d Sport</b> £28365 181 115 27   |               |            |                      |                 |
| <b>220d M Sport</b> £30330 221 121 30   |               |            |                      |                 |
| <b>225i xDrive M Sport</b> £32115 227 148 23  |               |            |                      |                 |
| <b>225i xDrive Sport</b> £31270 227 152 24  |               |            |                      |                 |
| <b>216d SE</b> £22410 114 99 11   |               |            |                      |                 |
| <b>216d Sport</b> £24660 114 99 11  |               |            |                      |                 |
| <b>216d M Sport</b> £26410 114 102 12   |               |            |                      |                 |
| <b>218d SE</b> £24555 148 109 15  |               |            |                      |                 |
| <b>218d Sport</b> £25805 148 109 16   |               |            |                      |                 |
| <b>218d M Sport</b> £26555 148 109 16   |               |            |                      |                 |
| <b>218d xDrive M Sport</b> £27555 148 114 16  |               |            |                      |                 |
| <b>220d Sport</b> £27255 187 115 21   |               |            |                      |                 |
| <b>220d M Sport</b> £28905 187 115 21   |               |            |                      |                 |
| <b>220d xDrive Sport</b> £30185 187 122 20  |               |            |                      |                 |
| <b>220d xDrive Luxury</b> £31055 187 122 21   |               |            |                      |                 |
| <b>220d xDrive M Sport</b> £32055 187 127 21  |               |            |                      |                 |
| <b>225i xDrive M Sport</b> £34175 217 148 23  |               |            |                      |                 |
| <b>225i xDrive Sport</b> £33210 217 152 24  |               |            |                      |                 |
| <b>216d SE</b> £22410 114 99 11   |               |            |                      |                 |
| <b>216d Sport</b> £24660 114 99 11  |               |            |                      |                 |
| <b>216d M Sport</b> £26410 114 102 12   |               |            |                      |                 |
| <b>218d SE</b> £24555 148 109 15  |               |            |                      |                 |
| <b>218d Sport</b> £25805 148 109 16   |               |            |                      |                 |
| <b>218d M Sport</b> £26555 148 109 16   |               |            |                      |                 |
| <b>218d xDrive M Sport</b> £27555 148 114 16  |               |            |                      |                 |
| <b>220d Sport</b> £27255 187 115 21   |               |            |                      |                 |
| <b>220d M Sport</b> £28905 187 115 21   |               |            |                      |                 |
| <b>220d xDrive Sport</b> £30185 187 122 20  |               |            |                      |                 |
| <b>220d xDrive Luxury</b> £31055 187 122 21   |               |            |                      |                 |
| <b>220d xDrive M Sport</b> £32055 187 127 21  |               |            |                      |                 |
| <b>225i xDrive M Sport</b> £34175 217 148 23  |               |            |                      |                 |
| <b>225i xDrive Sport</b> £33210 217 152 24  |               |            |                      |                 |
| <b>216d SE</b> £22410 114 99 11   |               |            |                      |                 |
| <b>216d Sport</b> £24660 114 99 11  |               |            |                      |                 |
| <b>216d M Sport</b> £26410 114 102 12   |               |            |                      |                 |
| <b>218d SE</b> £24555 148 109 15  |               |            |                      |                 |
| <b>218d Sport</b> £25805 148 109 16   |               |            |                      |                 |
| <b>218d M Sport</b> £26555 148 109 16   |               |            |                      |                 |
| <b>218d xDrive M Sport</b> £27555 148 114 16  |               |            |                      |                 |
| <b>220d Sport</b> £27255 187 115 21   |               |            |                      |                 |
| <b>220d M Sport</b> £28905 187 115 21   |               |            |                      |                 |
| <b>220d xDrive Sport</b> £30185 187 122 20  |               |            |                      |                 |
| <b>220d xDrive Luxury</b> £31055 187 122 21   |               |            |                      |                 |
| <b>220d xDrive M Sport</b> £32055 187 127 21  |               |            |                      |                 |
| <b>225i xDrive M Sport</b> £34175 217 148 23  |               |            |                      |                 |
| <b>225i xDrive Sport</b> £33210 217 152 24  |               |            |                      |                 |
| <b>216d SE</b> £22410 114 99 11   |               |            |                      |                 |
| <b>216d Sport</b> £24660 114 99 11  |               |            |                      |                 |
| <b>216d M Sport</b> £26410 114 102 12   |               |            |                      |                 |
| <b>218d SE</b> £24555 148 109 15  |               |            |                      |                 |
| <b>218d Sport</b> £25805 148 109 16   |               |            |                      |                 |
| <b>218d M Sport</b> £26555 148 109 16   |               |            |                      |                 |
| <b>218d xDrive M Sport</b> £27555 148 114 16  |               |            |                      |                 |
| <b>220d Sport</b> £27255 187 115 21   |               |            |                      |                 |
| <b>220d M Sport</b> £28905 187 115 21   |               |            |                      |                 |
| <b>220d xDrive Sport</b> £30185 187 122 20  |               |            |                      |                 |
| <b>220d xDrive Luxury</b> £31055 187 122 21   |               |            |                      |                 |
| <b>220d xDrive M Sport</b> £32055 187 127 21  |               |            |                      |                 |
| <b>225i xDrive M Sport</b> £34175 217 148 23  |               |            |                      |                 |
| <b>225i xDrive Sport</b> £33210 217 152 24  |               |            |                      |                 |
| <b>216d SE</b> £22410 1   |               |            |                      |                 |



# NEW CARS A-Z

| Make and Model   | Price  | Bhp | CO <sub>2</sub> g/km | Insurance group |
|--|--------|-----|----------------------|-----------------|
| 320i M Sport   | £30905 | 181 | 153                  | 31              |
| 328i Luxury  | £34305 | 242 | 162                  | 36              |
| 328i M Sport   | £34105 | 242 | 162                  | 36              |
| 316d ES  | £27155 | 114 | 116                  | 20              |
| 316d SE  | £28425 | 114 | 116                  | 20              |
| 316d Sport   | £28725 | 114 | 116                  | 20              |
| 318d SE  | £29675 | 141 | 124                  | 24              |
| 318d Sport   | £29975 | 141 | 124                  | 24              |
| 318d Luxury  | £32175 | 141 | 127                  | 25              |
| 318d M Sport   | £31975 | 141 | 127                  | 25              |
| 320d SE  | £30775 | 181 | 125                  | 31              |
| 320d Luxury  | £33275 | 181 | 128                  | 32              |
| 320d M Sport   | £33075 | 181 | 128                  | 32              |
| 320d xDrive Sport  | £32705 | 181 | 133                  | 30              |
| 320d xDrive Luxury   | £34905 | 181 | 133                  | 31              |
| 320d xDrive M Sport  | £34705 | 181 | 133                  | 31              |
| 330d SE  | £36105 | 255 | 135                  | 38              |
| 330d Luxury  | £38605 | 255 | 138                  | 38              |
| 330d M Sport   | £38405 | 255 | 138                  | 38              |
| 330d xDrive Luxury   | £40120 | 255 | 145                  | 41              |
| 330d xDrive M Sport  | £39920 | 255 | 145                  | 41              |
| <b>3 SERIES GT 5dr hatch</b> Hatchback practicality meets 3-Series talent. Duller but decent <b>★★★★★</b>              |        |     |                      |                 |
| 318d M Sport   | £33525 | 141 | 122                  | 25              |
| 318d SE  | £31275 | 141 | 122                  | 24              |
| 320i M Sport   | £32155 | 181 | 155                  | 31              |
| 320i SE  | £29905 | 181 | 155                  | 31              |
| 320i xDrive Luxury   | £33405 | 181 | 165                  | 31              |
| 320i xDrive M Sport  | £33655 | 181 | 165                  | 31              |
| 320i xDrive SE   | £31405 | 181 | 165                  | 31              |
| 320i xDrive Sport  | £32405 | 181 | 165                  | 31              |
| 328i SE  | £33105 | 242 | 157                  | 35              |
| 320d xDrive M Sport  | £41470 | 258 | 144                  | 41              |
| 320i Sport   | £30905 | 181 | 155                  | 31              |
| 320i Luxury  | £31905 | 181 | 155                  | 31              |
| 328i Sport   | £34105 | 242 | 157                  | 36              |
| 328i Luxury  | £35105 | 242 | 157                  | 36              |
| 328i M Sport   | £35355 | 242 | 157                  | 36              |
| 335i Luxury  | £40565 | 302 | 189                  | 38              |
| 335i M Sport   | £40815 | 302 | 189                  | 38              |
| 318d Sport   | £32275 | 141 | 122                  | 24              |
| 318d Luxury  | £33275 | 141 | 122                  | 24              |
| 320d SE  | £32375 | 181 | 130                  | 30              |
| 320d Sport   | £33375 | 181 | 130                  | 30              |
| 320d Luxury  | £34375 | 181 | 130                  | 30              |
| 320d M Sport   | £34625 | 181 | 130                  | 30              |
| 325d SE  | £34305 | 215 | 136                  | 34              |
| 325d Luxury  | £36305 | 215 | 136                  | 34              |
| 325d M Sport   | £36555 | 215 | 136                  | 34              |
| 330d SE  | £37705 | 258 | 137                  | 40              |
| 330d Luxury  | £39705 | 258 | 137                  | 40              |
| 330d M Sport   | £39955 | 258 | 137                  | 40              |
| 330d xDrive SE   | £39220 | 258 | 144                  | 40              |
| 330d xDrive Luxury   | £41220 | 258 | 144                  | 40              |
| 335d xDrive M Sport  | £44120 | 313 | 149                  | 42              |
| 335d xDrive M Sport  | £44370 | 313 | 149                  | 42              |
| <b>13 5dr hatch</b> Superb really, but price and not free from the usual electric car practicality issues <b>★★★★★</b> |        |     |                      |                 |
| 13i EV   | £30980 | 168 | 0                    | 21              |
| 13i EV Range Extender  | £34130 | 168 | 13                   | 21              |
| <b>4 SERIES 2dr coupé</b> More talented GT than brilliant B-road steer. Very comely though <b>★★★★★</b>                |        |     |                      |                 |
| 430d M Sport   | £40945 | 255 | 134                  | 40              |
| 420i SE  | £30125 | 181 | 144                  | 30              |
| 420i Sport   | £31625 | 181 | 146                  | 30              |
| 420i Luxury  | £32625 | 181 | 146                  | 30              |
| 420i M Sport   | £33125 | 181 | 146                  | 30              |
| 420i xDrive SE   | £31660 | 181 | 159                  | 30              |
| 420i xDrive Sport  | £33160 | 181 | 163                  | 30              |
| 420i xDrive Luxury   | £34160 | 181 | 163                  | 31              |
| 420i xDrive M Sport  | £34660 | 181 | 163                  | 31              |
| 428i SE  | £33520 | 242 | 154                  | 33              |
| 428i Sport   | £35020 | 242 | 156                  | 33              |
| 428i Luxury  | £36020 | 242 | 156                  | 34              |
| 428i M Sport   | £36520 | 242 | 156                  | 34              |
| 435i M Sport   | £41870 | 302 | 188                  | 36              |
| 435i M Sport   | £42370 | 302 | 188                  | 36              |
| M4   | £57055 | 425 | 204                  | 42              |
| 420d SE  | £32495 | 181 | 111                  | 29              |
| 420d Sport   | £33995 | 181 | 119                  | 30              |
| 420d Luxury  | £34995 | 181 | 119                  | 30              |
| 420d M Sport   | £35495 | 181 | 119                  | 30              |
| 420d xDrive SE   | £33995 | 181 | 117                  | 29              |
| 420d xDrive Sport  | £35495 | 181 | 125                  | 29              |
| 420d xDrive Luxury   | £36495 | 181 | 125                  | 29              |
| 420d xDrive M Sport  | £36995 | 181 | 125                  | 29              |
| 425d SE  | £35430 | 215 | 131                  | 33              |
| 425d Sport   | £36930 | 215 | 136                  | 34              |
| 425d Luxury  | £37930 | 215 | 136                  | 34              |
| 425d M Sport   | £38430 | 215 | 136                  | 34              |
| 430d SE  | £40445 | 255 | 134                  | 40              |
| 430d xDrive Luxury   | £41960 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive M Sport  | £42460 | 255 | 142                  | 40              |
| 430d xDrive SE   | £42460 | 255 | 142                  | 40              |
| 430d xDrive Sport  | £42460 |     |                      |                 |



| Make and Model   | Price   | Bhp | CO <sub>2</sub> g/km | Insurance group |
|--|---------|-----|----------------------|-----------------|
| <b>DACIA</b>   |         |     |                      |                 |
| <b>SANDERO 5dr hatch</b> A clever budget prospect. But its limitations are unavoidable           | ★★★★★   |     |                      |                 |
| 0.9 Tce Ambiance   | £7595   | 89  | 116                  | 6               |
| 0.9 Tce Laureate   | £8795   | 89  | 116                  | 7               |
| 1.2 Access   | £5995   | 74  | 135                  | 2               |
| 1.2 Ambiance   | £6795   | 74  | 135                  | 2               |
| 1.2 Laureate   | £7995   | 74  | 135                  | 2               |
| 1.5 dCi Ambiance   | £8595   | 89  | 99                   | 8               |
| 1.5 dCi Laureate   | £9795   | 89  | 99                   | 10              |
| <b>SANDERO STEPWAY 5dr hatch</b> More expensive - but still limited                              | ★★★★★   |     |                      |                 |
| 0.9 Tce Ambiance   | £8395   | 89  | 125                  | -               |
| 0.9 Tce Laureate   | £9995   | 89  | 125                  | -               |
| 1.5 dCi Ambiance   | £9395   | 89  | 105                  | -               |
| 1.5 dCi Laureate   | £10995  | 89  | 105                  | -               |
| <b>LOGAN MCV 5dr estate</b> Lacks its stablemates' charm. Certainly retains the cheap            | ★★★★★   |     |                      |                 |
| 0.9 Ambiance   | £8595   | 89  | 116                  | 9               |
| 0.9 Laureate   | £9795   | 89  | 116                  | 11              |
| 1.2 Access   | £6995   | 74  | 135                  | 4               |
| 1.2 Ambiance   | £7795   | 74  | 135                  | 4               |
| 1.2 Laureate   | £8995   | 74  | 135                  | 5               |
| 1.5 dCi Ambiance   | £9595   | 84  | 99                   | 11              |
| 1.5 dCi Laureate   | £10795  | 84  | 99                   | 12              |
| <b>DUSTER 5dr 4x4</b> Cheap, but cheerfully robust. Surprisingly convincing presence             | ★★★★★   |     |                      |                 |
| 1.6 16v 105 Access 2WD   | £9495   | 103 | 165                  | 6               |
| 1.6 16v 105 Access 4WD   | £11495  | 103 | 185                  | 5               |
| 1.5 dCi 110 Ambiance 2WD   | £11995  | 106 | 130                  | 10              |
| 1.5 dCi 110 Ambiance 4WD   | £13995  | 107 | 135                  | 10              |
| 1.5 dCi 110 Laureate 2WD   | £13495  | 106 | 130                  | 11              |
| 1.5 dCi 110 Laureate 4WD   | £15495  | 107 | 135                  | 10              |
| <b>FERRARI</b>   |         |     |                      |                 |
| <b>F12 2dr coupé</b> Proper V12 Ferrari with serious exclusivity and appeal                      | ★★★★★   |     |                      |                 |
| 6.3 V12  | £239352 | 730 | 350                  | 50              |
| <b>FF 2dr coupé</b> Four-seat Ferrari estate has appeal but lacks classic DNA                    | ★★★★★   |     |                      |                 |
| 6.3 V12  | £227077 | 651 | 360                  | 50              |
| <b>CALIFORNIA 2dr open</b> Sleek, comfortable and fast. Now with turbocharger                    | ★★★★★   |     |                      |                 |
| 4.3 V8   | £152086 | 483 | 270                  | 50              |
| 3.9 V8 T   | £154490 | 552 | 250                  | 50              |
| <b>458 2dr coupé</b> The complete supercar. Calm ride, explosive performance                     | ★★★★★   |     |                      |                 |
| 4.5 V8 Italia  | £178461 | 570 | 307                  | 50              |
| 4.5 V8 Special   | £208090 | 597 | 275                  | 50              |
| <b>458 SPIDER 2dr open</b> The complete supercar. Minus roof. A world-class head turner          | ★★★★★   |     |                      |                 |
| 4.5 V8   | £198906 | 570 | 275                  | 50              |
| <b>FIAT</b>  |         |     |                      |                 |
| <b>PANDA 5dr hatch</b> Cheap, practical and very nearly spot on                                  | ★★★★★   |     |                      |                 |
| 0.9 TwinAir 85 4x4 Antartica   | £14995  | 84  | 105                  | 6               |
| 0.9 TwinAir 85 Trekking  | £13075  | 84  | 105                  | 6               |
| 1.3 MultiJet 75 4x4 Antartica  | £15995  | 74  | 125                  | 7               |
| 0.9 TwinAir 85 Easy  | £11375  | 84  | 99                   | 7               |
| 0.9 TwinAir 85 Lounge  | £11875  | 84  | 99                   | 7               |
| 0.9 TwinAir 85 4x4   | £14575  | 84  | 114                  | 7               |
| 1.2 Pop  | £9375   | 68  | 120                  | 3               |
| <b>1.2 Easy</b>  | £10175  | 68  | 120                  | 4               |
| 1.2 Lounge   | £10675  | 68  | 120                  | 3               |
| 1.3 MultiJet 75 Pop  | £11575  | 74  | 104                  | 7               |
| 1.3 MultiJet 75 Easy   | £12375  | 74  | 104                  | 7               |
| 1.3 MultiJet 75 Lounge   | £12875  | 74  | 104                  | 7               |
| 1.3 MultiJet 75 Trekking   | £14075  | 74  | 109                  | 7               |
| 1.3 MultiJet 75 4x4  | £15575  | 74  | 125                  | 7               |
| <b>500 3dr hatch</b> Super desirable, cute city car. Pleasant, if not involving, to drive        | ★★★★★   |     |                      |                 |
| 0.9 TwinAir 105 60   | £15550  | 103 | 92                   | 10              |
| 0.9 TwinAir 105 Lounge   | £14220  | 103 | 92                   | 10              |
| 0.9 TwinAir 105 S  | £14370  | 103 | 92                   | 10              |
| 0.9 TwinAir 85 60  | £15070  | 84  | 99                   | 10              |
| 1.2 Colour Therapy   | £11220  | 68  | 113                  | 9               |
| 1.2 60   | £13670  | 68  | 113                  | 9               |
| 1.3 MultiJet 60  | £16070  | 94  | 97                   | 14              |
| 0.9 TwinAir 85 Lounge  | £13740  | 84  | 92                   | 10              |
| 0.9 TwinAir 85 S   | £13890  | 84  | 92                   | 10              |
| 0.9 TwinAir 85 Colour Therapy  | £12420  | 84  | 99                   | 10              |
| 0.9 TwinAir Cult   | £14890  | 84  | 99                   | 10              |
| 0.9 TwinAir 105 Cult   | £15370  | 103 | 92                   | 10              |
| 1.2 Pop  | £10690  | 68  | 113                  | 5               |
| 1.2 Lounge   | £12440  | 68  | 113                  | 6               |
| 1.2 S  | £12590  | 68  | 113                  | 9               |
| 1.2 Cult   | £13590  | 68  | 113                  | 9               |
| 1.4 T-Jet Abarth   | £14255  | 133 | 155                  | 26              |
| 1.3 MultiJet Lounge  | £14840  | 94  | 97                   | 15              |
| 1.3 MultiJet S   | £14990  | 94  | 97                   | 14              |
| 1.3 MultiJet Cult  | £15990  | 94  | 97                   | 14              |
| <b>FORD</b>  |         |     |                      |                 |
| <b>KA 3dr hatch</b> An angle drive and energetic petrol engine. Wooden ride                      | ★★★★★   |     |                      |                 |
| 1.2 Grand Prix III   | £11445  | 68  | 115                  | 5               |
| 1.2 Studio Connect   | £9445   | 68  | 115                  | 3               |
| <b>500 CONVERTIBLE 2dr open</b> Super desirable, cute city car. Cab a better drive than hatch    |         |     |                      |                 |
| 0.9 TwinAir 105 60   | £18170  | 103 | 92                   | 15              |
| 0.9 TwinAir 105 Lounge S-S   | £16870  | 103 | 92                   | 15              |
| 0.9 TwinAir 105 S  | £17020  | 84  | 92                   | 15              |
| 0.9 TwinAir 85 Colour Therapy  | £14970  | 84  | 92                   | 15              |
| 0.9 TwinAir 85 60  | £17690  | 84  | 92                   | 15              |
| 0.9 TwinAir 85 S   | £16540  | 84  | 92                   | 15              |
| 1.2 Colour Therapy   | £13770  | 68  | 113                  | 10              |
| 1.2 60   | £16490  | 68  | 113                  | 10              |
| 1.2 S  | £15240  | 68  | 113                  | 10              |
| 1.3 MultiJet 60  | £18890  | 94  | 97                   | 18              |
| 1.3 MultiJet S   | £17640  | 94  | 97                   | 18              |
| 1.4 16v Turbo T-Jet Abarth   | £16005  | 133 | 155                  | 27              |
| 0.9 TwinAir 85 Lounge S-S  | £16390  | 84  | 92                   | 15              |
| 0.9 TwinAir 85 Cult  | £17540  | 84  | 92                   | 15              |
| 0.9 TwinAir 105 Cult   | £18020  | 103 | 92                   | 15              |
| 1.2 Pop S-S  | £13690  | 68  | 113                  | 9               |
| 1.2 Lounge S-S   | £15090  | 68  | 113                  | 10              |
| 1.2 Cult   | £16240  | 68  | 113                  | 10              |
| 1.3 MultiJet Lounge  | £17490  | 94  | 97                   | 18              |
| 1.3 MultiJet Cult  | £18640  | 94  | 97                   | 18              |
| <b>500L 5dr mpv</b> A costly option, but has the style to fill out some of its missing substance | ★★★★★   |     |                      |                 |
| 1.4 95 Pop   | £13390  | 94  | 145                  | 10              |
| 0.9 TwinAir Pop Star   | £16690  | 103 | 112                  | 11              |
| 0.9 TwinAir Lounge   | £18090  | 103 | 112                  | 11              |
| 0.9 TwinAir Trekking   | £18790  | 103 | 119                  | 11              |
| 1.4 95 Pop Star  | £15550  | 94  | 145                  | 10              |
| 1.4 95 Lounge  | £16950  | 94  | 145                  | 10              |
| 1.4 95 Trekking  | £17650  | 94  | 149                  | 8               |
| 1.4 120 Pop Star   | £17195  | 118 | 159                  | 10              |
| 1.4 120 Lounge   | £18595  | 118 | 159                  | 10              |
| 1.4 120 Trekking   | £19295  | 118 | 159                  | 10              |
| 1.3 MultiJet 85 Pop Star   | £17040  | 83  | 110                  | 8               |
| 1.3 MultiJet 85 Lounge   | £18440  | 83  | 110                  | 9               |
| 1.3 MultiJet 85 Trekking   | £19140  | 83  | 114                  | 7               |
| 1.6 MultiJet 105 Pop Star  | £18040  | 103 | 117                  | 17              |
| 1.6 MultiJet 105 Lounge  | £19440  | 103 | 117                  | 18              |
| 1.6 MultiJet 105 Trekking  | £20140  | 103 | 122                  | 15              |
| 1.6 MultiJet 120 Pop Star  | £18540  | 118 | 120                  | 17              |
| 1.6 MultiJet 120 Lounge  | £19940  | 118 | 120                  | 17              |
| 1.6 MultiJet 120 Trekking  | £20640  | 118 | 120                  | 17              |
| <b>500L MPV 5dr mpv</b> As above but with seven-seat flexibility in its more expensive format    | ★★★★★   |     |                      |                 |
| 1.6 MultiJet 120 Lounge 7st  | £21380  | 118 | 117                  | 17              |
| 1.6 MultiJet 120 Pop Star 7st  | £19880  | 118 | 117                  | 17              |
| 0.9 TwinAir 105 Pop Star 7st   | £17330  | 103 | 112                  | 11              |
| 0.9 TwinAir 105 Lounge 7st   | £18830  | 103 | 112                  | 11              |
| 1.4 95 Pop Star 7st  | £15840  | 94  | 145                  | 9               |
| 1.4 95 Lounge 5st  | £17340  | 94  | 145                  | 9               |
| 1.3 MultiJet 85 Pop Star 7st   | £18380  | 83  | 110                  | 8               |
| 1.3 MultiJet 85 Lounge 7st   | £19880  | 83  | 110                  | 9               |
| 1.6 MultiJet 105 Pop Star 7st  | £19380  | 103 | 117                  | 17              |
| 1.6 MultiJet 105 Lounge 7st  | £20880  | 103 | 117                  | 17              |
| <b>500X 5dr hatch</b> Familiar styling works rather well as a crossover. Drives okay, too        | ★★★★★   |     |                      |                 |
| 1.4 MultiAir 140 Pop Star  | £17595  | 138 | 139                  | -               |
| 1.4 MultiAir 140 Lounge  | £19345  | 138 | -                    | -               |
| 1.4 MultiAir 140 Cross   | £18595  | 138 | -                    | -               |
| 1.4 MultiAir 140 Cross Plus  | £20345  | 138 | -                    | -               |
| 1.3 MultiJet 95 Pop Star   | £18095  | 94  | 109                  | -               |
| 1.6 MultiJet 120 Pop Star  | £19095  | 118 | -                    | -               |
| 1.6 MultiJet 120 Lounge  | £20845  | 118 | -                    | -               |
| 1.6 MultiJet 120 Cross   | £20095  | 118 | -                    | -               |
| 1.6 MultiJet 120 Cross Plus  | £21845  | 118 | -                    | -               |
| 2.0 MultiJet 140 Cross AWD   | £24095  | 118 | 147                  | -               |
| 2.0 MultiJet 140 Cross Plus AWD  | £25845  | 118 | 147                  | -               |
| <b>PUNTO 3dr hatch</b> MultiAir tech improves appeal and economy. Still heavily dated though     | ★★★★★   |     |                      |                 |
| 1.2 8v Easy  | £11275  | 68  | 126                  | 6               |
| 1.2 8v GBT   | £11775  | 68  | 126                  | 6               |
| 1.2 8v Pop   | £10175  | 68  | 126                  | 6               |
| 1.3 85 MultiJet Easy   | £13775  | 85  | 90                   | 13              |
| 1.4 8v Easy  | £11685  | 76  | 132                  | 8               |
| 1.4 8v GBT   | £12185  | 76  | 132                  | 8               |
| 1.3 85 MultiJet GBT  | £14275  | 85  | 90                   | 13              |
| <b>PUNTO 5dr hatch</b> MultiAir tech improves appeal and economy. Still heavily dated though     | ★★★★★   |     |                      |                 |
| 1.2 8v Easy  | £11875  | 68  | 126                  | 6               |
| 1.2 8v GBT   | £12375  | 68  | 126                  | 6               |
| 1.2 8v Pop   | £10775  | 68  | 126                  | 6               |
| 1.4 8v Easy  | £12285  | 76  | 132                  | 8               |
| 1.4 8v GBT   | £12785  | 76  | 132                  | 8               |
| 1.3 85 MultiJet Easy   | £14375  | 85  | 90                   | 13              |
| 1.3 85 MultiJet GBT  | £14875  | 85  | 90                   | 13              |
| <b>FORD</b>  |         |     |                      |                 |
| <b>KA 3dr hatch</b> An angle drive and energetic petrol engine. Wooden ride                      | ★★★★★   |     |                      |                 |
| 1.2 Grand Prix III   | £11445  | 68  | 115                  | 5               |
| 1.2 Studio Connect   | £9445   | 68  | 115                  | 3               |
| <b>1.2 Studio</b>  |         |     |                      |                 |
| 1.2 Edge   | £8995   | 68  | 115                  | 3               |
| 1.2 Zetec  | £9945   | 68  | 115                  | 3               |
| 1.2 Titanium   | £10695  | 68  | 115                  | 3               |
| 1.2 Metal  | £11995  | 68  | 115                  | 3               |
| <b>B-MAX 5dr mpv</b> Fiesta dynamics and sliding door access make the B-Max a cut above          | ★★★★★   |     |                      |                 |
| 1.0 EcoBoost 100 Zetec   | £15495  | 99  | 119                  | 9               |
| 1.0 EcoBoost 100 Titanium  | £16695  | 99  | 119                  | 10              |
| 1.0 EcoBoost 125 Zetec S-S   | £16095  | 118 | 99                   | 13              |
| 1.0 EcoBoost 125 Titanium S-S  | £17295  | 118 | 99                   | 13              |
| 1.0 EcoBoost 125 Titanium X S-S  | £18495  | 118 | 99                   | 13              |
| 1.4 90 Studio  | £13095  | 89  | 139                  | 7               |
| 1.4 90 Zetec   | £14895  | 89  | 139                  | 8               |
| 1.6 105 Zetec Powershift   | £16595  | 103 | 149                  | 10              |
| 1.6 105 Titanium Powershift  | £17795  | 103 | 149                  | 11              |
| 1.5 TDCi 75 Zetec  | £16295  | 74  | 109                  | 8               |
| 1.6 TDCi 95 Zetec  | £16795  | 94  | 104                  | 10              |
| 1.6 TDCi 95 Titanium   | £17995  | 94  | 104                  | 11              |
| <b>FIESTA 3dr hatch</b> Stylish and wonderfully engaging. The best supermini                     | ★★★★★   |     |                      |                 |
| 1.6 105 Zetec Powershift   | £15045  | 103 | 138                  | 12              |
| 1.0 80 Zetec S-S   | £13695  | 79  | 99                   | 6               |
| 1.0 80 Titanium S-S  | £14695  | 79  | 99                   | 7               |
| 1.0 100 EcoBoost Zetec S-S   | £14195  | 99  | 99                   | 11              |
| 1.0 100 EcoBoost Titanium S-S  | £15195  | 99  | 99                   | 11              |
| 1.0 100 EcoBoost Titanium X S-S  | £16445  | 99  | 99                   | 11              |
| 1.0 125 EcoBoost Titanium S-S  | £15695  | 123 | 99                   | 15              |
| 1.0 125 EcoBoost Titanium X S-S  | £16945  | 123 | 99                   | 16              |
| 1.0 125 EcoBoost Zetec S-S   | £15945  | 123 | 99                   | 15              |
| 1.25 60 Studio   | £10145  | 59  | 120                  | 3               |
| 1.25 60 Style  | £11895  | 59  | 120                  | 4               |
| 1.25 82 Zetec  | £12395  | 80  | 120                  | 7               |
| 1.25 82 Zetec  | £13195  | 80  | 120                  | 7               |
| 1.6 105 Titanium Powershift  | £16045  | 103 | 138                  | 12              |
| 1.6 180 EcoBoost ST  | £17545  | 180 | 138                  | 30              |
| 1.6 180 EcoBoost ST2   | £18545  | 180 | 138                  | 30              |
| 1.6 180 EcoBoost ST3   | £19545  | 180 | 138                  | 30              |
| 1.5 TDCi 75 Style  | £13995  | 74  | 98                   | 8               |
| 1.5 TDCi 75 Zetec  | £14795  | 74  | 98                   | 9               |
| 1.5 TDCi 75 Titanium   | £15795  | 74  | 98                   | 9               |
| 1.6 TDCi 95 Style ECOnetic S-S   | £14945  | 94  | 87                   | 11              |
| 1.6 TDCi 95 Zetec ECOnetic S-S   | £15495  | 94  | 87                   | 12              |
| 1.6 TDCi 95 Zetec S  | £16145  | 94  | 95                   | 12              |
| 1.6 TDCi 95 Titanium ECOnetic  | £16495  | 94  | 87                   | 12              |
| 1.6 TDCi 95 Titanium X   | £17295  | 94  | 95                   | 13              |
| <b>FIESTA 5dr hatch</b> Stylish and wonderfully engaging. The best supermini                     | ★★★★★   |     |                      |                 |
| 1.25 82 Style  | £12995  | 80  | 120                  | 7               |
| 1.6 105 Titanium Powershift  | £16645  | 103 | 138                  | 12              |
| 1.6 105 Zetec Powershift   | £15645  | 103 | 138                  | 12              |
| 1.0 80 Zetec S-S   | £14295  | 79  | 99                   | 6               |
| 1.0 80 Titanium S-S  | £15295  | 79  | 99                   | 7               |
| 1.0 100 EcoBoost Zetec S-S   | £14795  | 99  | 99                   | 11              |
| 1.0 100 EcoBoost Titanium S-S  | £15795  | 99  | 99                   | 11              |
| 1.0 100 EcoBoost Titanium X S-S  | £17045  | 99  | 99                   | 11              |
| 1.0 125 EcoBoost Titanium S-S  | £16295  | 123 | 99                   | 15              |
| 1.0 125 EcoBoost Titanium X S-S  | £17545  | 123 | 99                   | 16              |
| 1.25 60 Style  | £12495  | 59  | 120                  | 4               |
| 1.25 82 Zetec  | £13795  | 80  | 120                  | 7               |
| 1.5 TDCi 75 Style  | £14595  | 74  | 98                   | 8               |
| 1.5 TDCi 75 Zetec  | £15395  | 74  | 98                   | 9               |
| 1.5 TDCi 75 Titanium   | £16395  | 74  | 98                   | 9               |
| 1.6 TDCi 95 Style ECOnetic S-S   | £15545  | 94  | 87                   | 11              |
| 1.6 TDCi 95 Zetec ECOnetic S-S   | £16095  | 94  | 87                   | 12              |
| 1.6 TDCi 95 Titanium ECOnetic  | £17095  | 94  | 87                   | 12              |
| 1.6 TDCi 95 Titanium X   | £17895  | 94  | 95                   | 13              |



# NEW CARS A-Z

| Make and Model   | Price  | Bhp | CO <sub>2</sub> g/km | Insurance group |
|--|--------|-----|----------------------|-----------------|
| 2.0 TDCi 150 Titanium X 2WD  | £27095 | 148 | 122                  | 20              |
| 2.0 TDCi 150 Titanium X Sport  | £20465 | 148 | 122                  | 20              |
| 2.0 TDCi 150 Zetec AWD   | £24195 | 148 | 135                  | 20              |
| 2.0 TDCi 150 Titanium AWD  | £26345 | 147 | 135                  | 22              |
| 2.0 TDCi 150 Titanium X AWD  | £29095 | 147 | 135                  | 22              |
| <b>C-MAX 5dr mpv</b> As fun to drive as it is easy to live with                          |        |     |                      |                 |
| 1.6 105 Zetec  | £18695 | 99  | 117                  | 10              |
| 1.0T 100 EcoBoost Zetec S  | £19195 | 123 | 117                  | 13              |
| 1.0T 100 EcoBoost Zetec S  | £20195 | 99  | 117                  | 10              |
| 1.0T 100 EcoBoost Titanium S-S   | £20695 | 123 | 117                  | 13              |
| 1.0T 125 EcoBoost Titanium S-S   | £22695 | 123 | 117                  | 14              |
| 1.6 105 Zetec  | £17655 | 103 | 149                  | 11              |
| 1.6T 182 EcoBoost Titanium S-S   | £20855 | 148 | 144                  | 19              |
| 1.6T 182 EcoBoost Titanium X S-S   | £23605 | 180 | 144                  | 22              |
| 1.6T 115 Zetec   | £19150 | 114 | 117                  | 16              |
| 1.6 TDCi 115 Titanium  | £20650 | 114 | 117                  | 16              |
| 1.6 TDCi 115 Titanium X  | £22650 | 114 | 117                  | 16              |
| 2.0 TDCi 140 Titanium  | £21715 | 138 | 129                  | 20              |
| 2.0 TDCi 163 Titanium X  | £24225 | 161 | 129                  | 22              |
| <b>GRAND C-MAX 5dr mpv</b> Fun and practical small seven seater                          |        |     |                      |                 |
| 1.0T 100 EcoBoost Zetec S  | £20295 | 99  | 119                  | 10              |
| 1.0T 125 EcoBoost Zetec S  | £20795 | 123 | 119                  | 13              |
| 1.0T 100 EcoBoost Titanium S-S   | £21795 | 99  | 119                  | 10              |
| 1.0T 125 EcoBoost Titanium S-S   | £22295 | 123 | 119                  | 13              |
| 1.0T 125 EcoBoost Titanium S-S   | £22995 | 99  | 119                  | 14              |
| 1.6T 182 EcoBoost Titanium S-S   | £22250 | 148 | 149                  | 19              |
| 1.6T 182 EcoBoost Titanium X S-S   | £24950 | 180 | 149                  | 22              |
| 1.6 TDCi 115 Zetec   | £20745 | 114 | 124                  | 16              |
| 1.6 TDCi 115 Titanium  | £22045 | 114 | 124                  | 16              |
| 1.6 TDCi 115 Titanium X  | £24045 | 114 | 124                  | 16              |
| 2.0 TDCi 140 Titanium  | £32350 | 138 | 134                  | 20              |
| 2.0 TDCi 163 Titanium X  | £25750 | 161 | 134                  | 22              |
| <b>S-MAX 5dr mpv</b> Proof that MPVs need not be boring or ungainly. Still the benchmark |        |     |                      |                 |
| 1.6T 160 EcoBoost Zetec S-S  | £23310 | 158 | 159                  | 18              |
| 1.6 160 Eco Titanium S   | £25060 | 158 | 159                  | 18              |
| 2.0 EcoBoost Titanium auto   | £26735 | 200 | 189                  | 22              |
| 2.0 240 TIT. X Sp. auto  | £31485 | 237 | 194                  | 27              |
| 1.6 TDCi 115 Zetec S-S   | £24110 | 114 | 139                  | 16              |
| 1.6 TDCi 115 Eco Titanium S  | £25860 | 114 | 139                  | 17              |
| 2.0 TDCi 140 Zetec   | £24295 | 138 | 139                  | 17              |
| 2.0 TDCi 140 Titanium  | £26045 | 138 | 139                  | 18              |
| 2.0 TDCi 163 Titanium  | £26645 | 161 | 139                  | 19              |
| 2.0 TDCi 163 TIT. X Sp.  | £30395 | 161 | 139                  | 21              |
| 2.2 TDCi 200 Titanium  | £27870 | 197 | 174                  | 26              |
| 2.2 TDCi 200 TIT. X Sp.  | £31620 | 197 | 174                  | 26              |
| <b>GALAXY 5dr mpv</b> Huge seven-seater MPV. Easy to place on the road. Not cheap        |        |     |                      |                 |
| 2.2 TDCi 200 Titanium X  | £32875 | 197 | 179                  | 27              |
| 1.6 160 EcoBoost Zetec S-S   | £25670 | 158 | 167                  | 18              |
| 1.6 160 Eco Titanium S-S   | £27570 | 158 | 167                  | 18              |
| 1.6 160 Eco Titanium S-S   | £30070 | 158 | 167                  | 18              |
| 2.0 203 EcoBoost Titanium auto   | £29235 | 200 | 189                  | 24              |
| 2.0 203 EcoBoost TITAN X auto  | £31735 | 200 | 189                  | 25              |
| 1.6 TDCi 115 Zetec S-S   | £26460 | 114 | 139                  | 16              |
| 1.6 TDCi 115 Eco Titanium S  | £28360 | 114 | 139                  | 17              |
| 1.6 TDCi 115 Eco TIT. X S-S  | £30860 | 114 | 139                  | 18              |
| 1.6 TDCi 115 Zetec   | £26645 | 138 | 139                  | 20              |
| 2.0 TDCi 140 Titanium  | £28545 | 138 | 139                  | 20              |
| 2.0 TDCi 140 Titanium X  | £31045 | 138 | 139                  | 21              |
| 2.0 TDCi 163 Titanium  | £29145 | 161 | 139                  | 21              |
| 2.0 TDCi 163 Titanium X  | £31645 | 161 | 139                  | 23              |
| 2.2 TDCi 200 Titanium  | £30375 | 197 | 179                  | 26              |



| Make and Model  | Price   | Bhp | CO <sub>2</sub> g/km | Insurance group |
|---|---------|-----|----------------------|-----------------|
| <b>GRANCABRIO 2dr open</b> Fantastic looks and soundtrack, average chassis                        | ★★★★★   |     |                      |                 |
| 4.7 V8  | £98340  | 433 | 337                  | 50              |
| 4.7 V8 Sport  | £103935 | 453 | 337                  | 50              |
| <b>MAZDA</b>  |         |     |                      |                 |
| <b>2.5dr hatch</b> Much more grown-up now. Handsome and comfortable - if slightly less fun        | ★★★★★   |     |                      |                 |
| 1.5 75 SE-L   | £11995  | 74  | 110                  | -               |
| 1.5 75 SE-L   | £12995  | 74  | 110                  | -               |
| 1.5 90 SE-L   | £13995  | 90  | 105                  | -               |
| 1.5 90 SE-L Nav   | £14395  | 90  | 105                  | -               |
| 1.5 90 Sport  | £14995  | 90  | 105                  | -               |
| 1.5 90 Sport Nav  | £15395  | 90  | 105                  | -               |
| 1.5 115 Sport Nav   | £15995  | 113 | 117                  | -               |
| 1.5 105 SE-L  | £15995  | 104 | 89                   | -               |
| 1.5 105 SE-L Nav  | £16395  | 104 | 89                   | -               |
| 1.5 105 Sport   | £16995  | 104 | 89                   | -               |
| 1.5 105 Sport Nav   | £17395  | 104 | 89                   | -               |
| <b>3.5dr hatch</b> Refined, well-priced family choice. Dynamically satisfying, too                | ★★★★★   |     |                      |                 |
| 1.5 100 SE  | £16995  | 99  | 119                  | 13              |
| 1.5 100 SE Nav  | £17595  | 99  | 119                  | 13              |
| 2.0 120 SE  | £17295  | 118 | 117                  | 17              |
| 2.0 120 SE Nav  | £17895  | 118 | 117                  | 17              |
| 2.0 120 SE-L  | £18795  | 118 | 119                  | 17              |
| 2.0 120 SE-L Nav  | £19395  | 118 | 119                  | 17              |
| 2.0 120 Sport Nav   | £20195  | 118 | 119                  | 17              |
| 2.0 165 Sport Nav   | £21920  | 162 | 135                  | 22              |
| 2.2 150 SE  | £19645  | 148 | 107                  | 23              |
| 2.2 150 SE Nav  | £20245  | 148 | 107                  | 24              |
| 2.2 150 SE-L  | £21145  | 148 | 107                  | 24              |
| 2.2 150 SE-L Nav  | £21745  | 148 | 107                  | 24              |
| 2.2 150 Sport Nav   | £22545  | 148 | 107                  | 24              |
| <b>6.4dr saloon</b> A compelling mix of size, economy and performance. Interior a let down        | ★★★★★   |     |                      |                 |
| 2.0 145 SE  | £19795  | 143 | 129                  | 18              |
| 2.0 145 SE Nav  | £20495  | 143 | 129                  | 18              |
| 2.0 145 SE-L  | £20795  | 143 | 129                  | 16              |
| 2.0 145 SE-L Nav  | £21495  | 143 | 129                  | 16              |
| 2.0 165 Sport Nav   | £24595  | 162 | 135                  | 19              |
| 2.2 150 SE  | £22295  | 148 | 108                  | 21              |
| 2.2 150 SE Nav  | £22995  | 148 | 108                  | 21              |
| 2.2 150 SE-L  | £23295  | 148 | 108                  | 21              |
| 2.2 150 SE-L Nav  | £23995  | 148 | 108                  | 21              |
| 2.2 150 Sport Nav   | £26395  | 148 | 108                  | 21              |
| 2.2 175 Sport Nav   | £26795  | 173 | 119                  | 23              |
| <b>6.5dr tourer</b> A compelling mix of size, economy and performance. Interior a let down        | ★★★★★   |     |                      |                 |
| 2.0 145 SE-L Nav  | £22425  | 143 | 129                  | 16              |
| 2.0 165 Sport Nav   | £25395  | 162 | 135                  | 19              |
| 2.2 150 SE Nav  | £23795  | 148 | 116                  | 21              |
| 2.2 175 Sport Nav   | £27595  | 173 | 119                  | 23              |
| 2.0 145 SE-L  | £21725  | 143 | 129                  | 16              |
| 2.2 150 SE  | £23095  | 148 | 116                  | 21              |
| 2.2 150 SE-L  | £24095  | 148 | 116                  | 21              |
| 2.2 150 SE-L Nav  | £24795  | 148 | 116                  | 21              |
| 2.2 150 Sport Nav   | £27195  | 148 | 116                  | 21              |
| <b>CX-5 5dr 4x4</b> Superb diesel engine mated to above average package                           | ★★★★★   |     |                      |                 |
| 2.0 Skyactiv-G 165 SE-L Nav   | £22995  | 162 | 139                  | 15              |
| 2.0 Skyactiv-G 165 Sport Nav  | £25395  | 162 | 139                  | 16              |
| 2.2 Skyactiv-D 150 SE-L Nav   | £24795  | 148 | 119                  | 18              |
| 2.2 Sky-D 150 SE-L Lux Nav  | £26395  | 148 | 119                  | 20              |
| 2.2 Skyactiv-D 150 Sport Nav  | £27195  | 148 | 119                  | 19              |
| 2.2 Sky-D 150 SE-L Nav AWD  | £26695  | 148 | 136                  | 17              |
| 2.2 Sky-D 175 Sport Nav AWD   | £29395  | 173 | 136                  | 21              |
| <b>5dr mpv</b> Functional seven-seater, but not unpleasant to drive. Lots of kit                  | ★★★★★   |     |                      |                 |
| 2.0 150 Sport Venture   | £20495  | 148 | 159                  | 16              |
| 1.6 115 Sport Venture   | £21895  | 114 | 138                  | 16              |
| <b>MX-5 2dr open</b> The old recipe - but done better. Lean, low-cost and pretty. As it should be | ★★★★★   |     |                      |                 |
| 1.5i Sport Nav  | £22445  | 129 | 139                  | -               |
| 1.5i SE   | £18495  | 129 | 139                  | -               |
| 1.5i SE-L   | £19245  | 129 | 139                  | -               |
| 1.5i SE-L Nav   | £19845  | 129 | 139                  | -               |
| 1.5i Sport  | £21845  | 129 | 139                  | -               |
| 2.0i SE-L   | £20095  | 153 | -                    | -               |
| 2.0i SE-L Nav   | £20695  | 153 | -                    | -               |
| 2.0i Sport  | £22695  | 153 | -                    | -               |
| 2.0i Sport Nav  | £23295  | 153 | -                    | -               |
| <b>MCLAREN</b>  |         |     |                      |                 |
| <b>650S 2dr coupé</b> Extraordinary pace and handling. The car the 12C should have been           | ★★★★★   |     |                      |                 |
| 3.8 V8  | £195250 | 641 | -                    | 50              |
| <b>650S SPIDER 2dr open</b> More of the same although noisier - and better for it                 | ★★★★★   |     |                      |                 |
| 3.8 V8  | £215250 | 641 | -                    | 50              |
| <b>P1 2dr coupé</b> Other-worldly. As worthy of a place in hypercar history as the F1             | ★★★★★   |     |                      |                 |
| 3.8 V8  | £866000 | 903 | 194                  | 50              |
| <b>MERCEDES-BENZ</b>  |         |     |                      |                 |
| <b>A-CLASS 5dr hatch</b> Desirability on message; ride quality seriously off-piste                | ★★★★★   |     |                      |                 |
| A180 CDI SE ECO   | £21965  | 107 | 92                   | 16              |
| A250 Engi/red by AMG 4MATIC   | £30910  | 208 | 154                  | 34              |
| A180 SE   | £20715  | 121 | 128                  | 18              |
| A180 Sport  | £21840  | 121 | 133                  | 18              |
| A200 Sport  | £23365  | 154 | 134                  | 23              |
| A200 AMG Sport  | £24615  | 154 | 136                  | 24              |
| A250 Engineered by AMG Sport  | £29375  | 208 | 140                  | 34              |
| A45 AMG 4MATIC  | £38195  | 354 | 161                  | 43              |
| A180 CDI SE auto  | £23240  | 107 | 98                   | 16              |
| A180 CDI Sport  | £22785  | 107 | 102                  | 16              |
| A180 CDI AMG Sport  | £24035  | 107 | 105                  | 16              |
| A200 CDI Sport  | £23860  | 134 | 118                  | 20              |
| A200 CDI AMG Sport  | £25110  | 134 | 121                  | 21              |
| A220 CDI AMG Sport  | £27760  | 168 | 115                  | 25              |
| <b>B-CLASS 5dr hatch</b> A slightly odd prospect, but practical and classy                        | ★★★★★   |     |                      |                 |
| B180 SE   | £21500  | 120 | 129                  | 16              |
| B180 Sport  | £22225  | 120 | 129                  | 16              |
| B180 AMG Line   | £23520  | 120 | 129                  | 16              |
| B200 SE   | £22375  | 154 | 130                  | 16              |
| B200 Sport  | £22500  | 154 | 130                  | 16              |
| B200 AMG Line   | £24595  | 154 | 130                  | 16              |
| B180 CDI SE ECO   | £22575  | 108 | 94                   | 15              |
| B180 CDI SE   | £22575  | 108 | 108                  | 15              |
| B210 CDI Sport  | £23170  | 108 | 108                  | 15              |
| B180 CDI AMG Line   | £24465  | 108 | 108                  | 15              |
| B200 CDI SE   | £23650  | 134 | 111                  | 20              |
| B200 CDI AMG Line   | £25540  | 134 | 111                  | 20              |
| B220 CDI Sport  | £27125  | 168 | 107                  | 25              |
| <b>CLA 4dr saloon</b> Attractive from some angles, unappealing from others. Dynamics to match     | ★★★★★   |     |                      |                 |
| CLA 200 CDI AMG Sport   | £29125  | 134 | 117                  | 27              |
| CLA 200 CDI Sport   | £26925  | 134 | 117                  | 27              |
| CLA 250 AMG Sport 4Matic  | £33405  | 208 | 154                  | 24              |
| CLA180 Sport  | £24775  | 121 | 130                  | 23              |
| CLA180 AMG Sport  | £26975  | 121 | 130                  | 24              |
| CLA45 AMG   | £42270  | 354 | 161                  | 45              |
| CLA220 CDI Sport  | £29775  | 168 | 117                  | 28              |
| CLA220 CDI AMG Sport  | £31975  | 168 | 117                  | 28              |
| <b>C-CLASS 2dr coupé</b> Nice balance of style, usability and driver reward                       | ★★★★★   |     |                      |                 |
| C63 AMG Edition 507   | £68495  | 451 | 280                  | 44              |
| C180 AMG Sport Edition  | £29965  | 154 | 149                  | 35              |
| C220 CDI Exec SE  | £31130  | 168 | 109                  | 34              |
| C220 CDI AMG Sport Edition  | £32460  | 168 | 133                  | 38              |
| C250 CDI AMG Sport Edition  | £33515  | 201 | 143                  | 41              |
| <b>C-CLASS 4dr saloon</b> Stellar cabin and polished drive increase appeal; engines not so good   | ★★★★★   |     |                      |                 |
| C200 SE   | £27270  | 181 | 123                  | 31              |
| C200 Sport  | £29265  | 181 | 124                  | 31              |
| C200 AMG Line   | £30890  | 181 | 128                  | 31              |
| C63 AMG   | £59800  | 469 | 192                  | -               |
| C63 AMG S   | £66550  | 503 | 192                  | -               |
| C200 BlueTEC SE   | £28985  | 134 | 102                  | 25              |
| C200 BlueTEC  | £30980  | 134 | 102                  | 25              |
| C200 BlueTEC AMG Line   | £32475  | 134 | 102                  | 25              |
| C220 BlueTEC SE   | £29780  | 168 | 103                  | 31              |
| C220 BlueTEC Sport  | £31775  | 168 | 104                  | 31              |
| C220 BlueTEC AMG Line   | £33270  | 168 | 104                  | 31              |
| C250 BlueTEC SE   | £32435  | 201 | 117                  | 35              |
| C250 BlueTEC Sport  | £34430  | 201 | 117                  | 35              |
| C250 BlueTEC AMG Line   | £35925  | 201 | 117                  | 35              |
| C300 BlueTEC Hybrid SE  | £35045  | 201 | 94                   | -               |
| C300 BlueTEC Hybrid Sport   | £37040  | 201 | 94                   | -               |
| C300 BlueTEC Hybrid AMG Line  | £38535  | 201 | 94                   | -               |
| <b>C-CLASS 5dr estate</b> Decent practicality and fantastic interior - but only okay to drive     | ★★★★★   |     |                      |                 |
| C200 BlueTEC AMG Line   | £33675  | 134 | 102                  | 25              |
| C200 BlueTEC SE   | £30185  | 134 | 102                  | 25              |
| C200 BlueTEC Sport  | £32180  | 134 | 102                  | 25              |
| C200 SE   | £28470  | 181 | 128                  | 31              |
| C200 Sport  | £30980  | 168 | 108                  | 31              |
| C220 BlueTEC SE   | £33635  | 201 | 117                  | 35              |
| C63 AMG   | £61000  | 469 | 196                  | 47              |
| C63 AMG S   | £67750  | 503 | 196                  | 47              |
| C200 Sport  | £30465  | 181 | 128                  | 31              |
| C200 AMG Line   | £32090  | 181 | 128                  | 31              |
| C220 BlueTEC Sport  | £32975  | 168 | 108                  | 31              |
| C220 BlueTEC AMG Line   | £34470  | 168 | 108                  | 31              |
| C250 BlueTEC Sport  | £35630  | 201 | 117                  | 35              |
| C250 BlueTEC AMG Line   | £37125  | 201 | 117                  | 35              |
| <b>E-CLASS 4dr saloon</b> A return to the old Merc qualities. Refined and relaxing                | ★★★★★   |     |                      |                 |
| E300 BlueTEC Hybrid AMG Sport   | £42375  | 204 | 109                  | 43              |
| E63 AMG S   | £84110  | 549 | 232                  | 47              |
| E200 SE   | £34340  | 181 | 138                  | 36              |
| E200 AMG Line   | £36850  | 181 | 142                  | 37              |
| E250 SE   | £35470  | 208 | 138                  | 38              |
| E250 AMG Line   | £37980  | 208 | 142                  | 39              |
| E63 AMG   | £74115  | 549 | 230                  | 47              |
| E300 BlueTEC Hybrid SE  | £39880  | 204 | 109                  | 43              |
| E220 BlueTEC SE   | £34270  | 168 | 120                  | 34              |
| E220 BlueTEC AMG Line   | £36765  | 168 | 129                  | 35              |
| E250 CDI SE   | £36820  | 201 | 129                  | 39              |
| E250 CDI AMG Line   | £39445  | 201 | 134                  | 40              |
| E350 BlueTEC AMG Line   | £41210  | 248 | 154                  | 44              |
| <b>E-CLASS 5dr estate</b> A return to the old Merc qualities. Refined and relaxing                | ★★★★★   |     |                      |                 |
| E220 BlueTEC AMG Line   | £38555  | 168 | 135                  | 35              |
| E220 BlueTEC SE   | £36060  | 168 | 133                  | 34              |
| E250 AMG Line   | £39770  | 208 | 147                  | 39              |
| E250 CDI AMG Line   | £41250  | 201 | 145                  | 40              |
| E250 CDI SE   | £38755  | 201 | 143                  | 39              |
| E250 SE   | £37275  | 208 | 144                  | 38              |
| E300 BlueTEC Hybrid AMG Line  | £44165  | 201 | 119                  | 44              |
| E300 BlueTEC Hybrid SE  | £41670  | 201 | 119                  | 44              |
| E350 BlueTEC AMG Line   | £43015  | 248 | 159                  | 44              |
| E63 AMG   | £75905  | 549 | 234                  | 47              |
| E63 AMG S   | £85900  | 582 | 234                  | 47              |
| <b>E-CLASS 2dr coupé</b> A return to the old Merc qualities. Refined and relaxing                 | ★★★★★   |     |                      |                 |
| E200 AMG Line   | £38635  | 181 | 140                  | 39              |
| E400 AMG Line Plus  | £46425  | 329 | 176                  | 45              |
| E220 BlueTEC SE   | £36615  | 168 | 123                  | 38              |
| E220 BlueTEC AMG Line   | £39310  | 168 | 126                  | 39              |
| E250 CDI BlueTEC AMG Line   | £40930  | 201 | 129                  | 43              |
| E350 BlueTEC AMG Line   | £42625  | 228 | 149                  | 46              |
| <b>E-CLASS CABRIOLET 2dr open</b> Nice cabin, but ride isn't great. Six-pot engines best          | ★★★★★   |     |                      |                 |
| E400 AMG Line   | £42005  | 181 | 146                  | 42              |
| E400 AMG Line Plus  | £49795  | 329 | 185                  | 48              |
| E220 BlueTEC SE   | £39985  | 168 | 127                  | 41              |
| E220 BlueTEC AMG Line   | £42810  | 168 | 134                  | 42              |
| E250 CDI AMG Line   | £44300  | 201 | 128                  | 45              |
| E350 BlueTEC AMG Line   | £46010  | 228 | 154                  | 48              |
| <b>S-CLASS 2dr coupé</b> Heavyweight contender. Continent smothering luxury                       | ★★★★★   |     |                      |                 |
| S500  | £96195  | 449 | 207                  | 50              |
| S63 AMG   | £125605 | 577 | 237                  | 50              |
| S65 AMG   | £183075 | 621 | 279                  | 50              |
| <b>S-CLASS 4dr saloon</b> Still the best luxury car in the real world. Calm, advanced, rewarding  | ★★★★★   |     |                      |                 |
| S500 Plug-in Hybrid   | £82965  | 436 | 65                   | 50              |
| S500 L AMG Line   | £88400  | 449 | 207                  | 50              |
| S400 Hybrid L SE Line   | £70935  | 328 | 147                  | 49              |
| S400 Hybrid L AMG Line  | £74930  | 328 | 153                  | 49              |
| S600 L AMG Line   | £140615 | 523 | 259                  | 50              |
| S63 AMG L   | £119845 | 577 | 237                  | 50              |
| S65 AMG L   | £179995 | 621 | 279                  | 50              |
| Maybach S600  | £165700 | 501 | 274                  | 50              |
| S300 BlueTEC Hybrid L AMG Line  | £72260  | 204 | 120                  | 49              |
| S350 BlueTEC AMG Line   | £67940  | 254 | 151                  | 50              |
| S350 BlueTEC L SE Line  | £66910  | 254 | 148                  | 50              |
| S350 BlueTEC L AMG Line   | £70940  | 254 | 154                  | 50              |
| <b>CLS 4dr saloon</b> Saloon-like practicality, coupe-like rewards                                | ★★★★★   |     |                      |                 |
| 400 AMG Line  | £55855  | 328 | 170                  | 50              |
| 63 AMG S  | £86510  | 577 | 231                  | 50              |
| 220 BlueTEC AMG Line  | £46500  | 175 | 129                  | 44              |
| 350 BlueTEC AMG Line  | £49950  | 254 | -                    | 46              |
| <b>CLS 5dr shooting brake</b> Saloon-like practicality, coupe-like rewards                        | ★★★★★   |     |                      |                 |
| 63 AMG S  | £87010  | 577 | 231                  | 50              |
| 220 BlueTEC AMG Line  | £48080  | 175 | 129                  | 44              |
| 350 BlueTEC AMG Line  | £51400  | 254 | 167                  | 47              |
| <b>GLA 5dr 4x4</b> Not the most practical crossover, but good looking and very decent to drive    | ★★★★★   |     |                      |                 |
| GLA250 AMG Line 4Matic  | £31295  | 208 | 154                  | 34              |
| GLA45 AMG 4MATIC  | £44600  | 354 | 175                  | -               |
| GLA200 CDI Sport  | £26265  | 134 | 119                  | 25              |
| GLA200 CDI Sport 4Matic   | £29215  | 134 | 119                  | 25              |
| GLA200 CDI AMG Line   | £27210  | 134 | 119                  | 25              |
| GLA200 CDI 4Matic AMG Line  | £30215  | 134 | 119                  | 25              |
| GLA220 CDI Sport 4Matic   | £30645  | 168 | 129                  | 28              |
| GLA220 CDI 4Matic 4Matic  | £31645  | 168 | 129                  | 29              |
| <b>G-CLASS 5dr 4x4</b> Massively expensive and compromised, but with character to spare           | ★★★★★   |     |                      |                 |
| G350 BlueTEC  | £86445  | 208 | 295                  | -               |
| G63 AMG   | £129665 | 537 | 322                  | -               |
| <b>GL-CLASS 5</b>   |         |     |                      |                 |



## AUTOCAR TOP FIVES

## Luxury



# 1 Mercedes-Benz S-Class

From £66,000

Opulent, advanced, incredibly refined: the S-Class is the classic limo, expertly realised and utterly persuasive. ★★★★★



# 2 Range Rover

From £73,000

Whether outside the Dorchester or atop Ben Nevis, the Rangie shrouds you in an invincible sense of expense. ★★★★★



# 3 Tesla Model S P85D

From £68,000

Superior range doesn't just make the Model S a standout electric car; it's also one of the best luxury options around. ★★★★★



# 4 Jaguar XJ

From £56,000

No other firm is currently mixing sportiness and aloofness with the skill of Jaguar. It makes the XJ a rare blend. ★★★★★



# 5 Audi A8

From £53,000

Doesn't convince across the board, but there's no denying the brand's strengths make sense in its biggest saloon. ★★★★★

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| Make and Model   | Price   | Bhp | CO <sub>2</sub> g/km | Insurance group |
|--|---------|-----|----------------------|-----------------|
| 1.6 dCi Acenta 2WD   | £24995  | 128 | 129                  | 19              |
| 1.6 dCi Acenta 4WD   | £26695  | 128 | 139                  | 20              |
| 1.6 dCi n-tec 2WD  | £27645  | 128 | 129                  | 19              |
| 1.6 dCi n-tec 4WD  | £29345  | 128 | 139                  | 20              |
| 1.6 dCi Tekna 2WD  | £29645  | 128 | 129                  | 19              |
| 1.6 dCi Tekna 4WD  | £31345  | 128 | 139                  | 20              |
| <b>370Z 2dr coupé</b> Great engine and poised handling. ★★★★★                          |         |     |                      |                 |
| 3.7 V6 Nismo   | £37585  | 345 | 248                  | 46              |
| 3.7 V6   | £27445  | 323 | 248                  | 46              |
| 3.7 V6 GT  | £32525  | 323 | 248                  | 46              |
| <b>GT-R 2dr coupé</b> A benchmark. Great drive, brutal power, sensational value. ★★★★★ |         |     |                      |                 |
| 3.8 V6 2014 MY   | £78030  | 523 | 275                  | 50              |
| 3.8 V6 Nismo   | £125000 | 523 | 275                  | 50              |

| Make and Model  | Price   | Bhp | CO <sub>2</sub> g/km | Insurance group |
|---|---------|-----|----------------------|-----------------|
| <b>NOBLE</b>  |         |     |                      |                 |
| <b>M600 2dr coupé</b> A new era for the Brit maker. ★★★★★ |         |     |                      |                 |
| Outrageous pace and handling                              | £200000 | 650 | -                    | -               |
| 4.4 V8  |         |     |                      |                 |

| Make and Model   | Price  | Bhp | CO <sub>2</sub> g/km | Insurance group |
|--|--------|-----|----------------------|-----------------|
| <b>PEUGEOT</b>   |        |     |                      |                 |
| <b>ION 5dr hatch</b> Good electric powertrain, comically expensive. ★★★★★                      |        |     |                      |                 |
| 63   | £26216 | 63  | 0                    | 28              |
| 66 UK drive  | £26216 | 63  | 0                    | 28              |
| <b>108 3dr hatch</b> Sister car to the Aygo. And distant second to most city car rivals. ★★★★★ |        |     |                      |                 |
| 1.0 Access   | £8345  | 68  | 95                   | 6               |
| 1.0 Active   | £9595  | 68  | 95                   | 6               |
| 1.0 Active Top   | £10595 | 68  | 95                   | 6               |
| 1.0 Active S-S   | £9845  | 68  | 88                   | 6               |
| 1.0 Active S-S Top   | £10845 | 68  | 88                   | 6               |
| 1.2 VTi Allure   | £11095 | 81  | 99                   | 11              |
| 1.2 VTi Allure Top   | £12095 | 81  | 99                   | 11              |
| 1.2 VTi Allure   | £11945 | 81  | 99                   | 11              |
| <b>108 5dr hatch</b> Sister car to the Aygo. And distant second to most city car rivals. ★★★★★ |        |     |                      |                 |
| 1.0 Active   | £9995  | 68  | 95                   | 6               |
| 1.0 Active Top   | £10995 | 68  | 95                   | 7               |
| 1.0 Active S-S   | £10245 | 68  | 88                   | 6               |
| 1.0 Active S-S Top   | £11245 | 68  | 88                   | 7               |
| 1.2 VTi Allure   | £11495 | 81  | 99                   | 11              |
| 1.2 VTi Allure Top   | £12495 | 81  | 99                   | 11              |
| 1.2 VTi Allure   | £12345 | 81  | 99                   | 11              |

| Make and Model  | Price  | Bhp | CO <sub>2</sub> g/km | Insurance group |
|---|--------|-----|----------------------|-----------------|
| <b>208 3dr hatch</b> Big improvement for Peugeot, if not the supermini class. ★★★★★ |        |     |                      |                 |
| 1.0 VTi Access  | £10195 | 67  | 99                   | 5               |
| 1.0 VTi Access +  | £11445 | 67  | 99                   | 6               |
| 1.0 VTi Active  | £12395 | 67  | 99                   | 6               |
| 1.2 VTi Access +  | £11945 | 81  | 104                  | 8               |
| 1.2 VTi Active  | £12895 | 81  | 104                  | 8               |
| 1.2 VTi Allure  | £14295 | 81  | 104                  | 8               |
| 1.2 VTi Style   | £13645 | 81  | 104                  | 11              |
| 1.6 THP 156 XY  | £18150 | 154 | 135                  | 26              |
| 1.6 THP 200 GTi   | £19100 | 197 | 139                  | 30              |
| 1.4 HDi Access+   | £13245 | 67  | 98                   | 11              |
| 1.4 HDi Active  | £14195 | 67  | 98                   | 11              |
| 1.4 HDi Style   | £14945 | 67  | 98                   | 10              |
| 1.6 e-HDi 92 Style  | £15595 | 91  | 95                   | 17              |
| 1.6 e-HDi 92 Allure   | £16245 | 91  | 95                   | 17              |
| 1.6 e-HDi 92 XY   | £17895 | 91  | 95                   | 16              |
| 1.6 e-HDi 115 XY  | £18545 | 113 | 99                   | 20              |

| Make and Model  | Price  | Bhp | CO <sub>2</sub> g/km | Insurance group |
|---|--------|-----|----------------------|-----------------|
| <b>208 5dr hatch</b> Big improvement for Peugeot, if not the supermini class. ★★★★★ |        |     |                      |                 |
| 1.0 VTi Access  | £10795 | 67  | 99                   | 5               |
| 1.0 VTi Access +  | £12045 | 67  | 99                   | 6               |
| 1.0 VTi Active  | £12995 | 67  | 99                   | 6               |
| 1.2 VTi Access +  | £13495 | 81  | 104                  | 8               |
| 1.2 VTi Active  | £12545 | 81  | 104                  | 8               |
| 1.2 VTi Allure  | £14695 | 81  | 104                  | 8               |
| 1.2 VTi Style   | £14245 | 81  | 104                  | 11              |
| 1.6 VTi Allure auto   | £16850 | 118 | 149                  | 14              |
| 1.6 VTi Allure  | £17245 | 118 | 129                  | 14              |
| 1.4 HDi Access+   | £13845 | 67  | 98                   | 11              |
| 1.4 HDi Active  | £14795 | 67  | 98                   | 11              |
| 1.4 HDi Style   | £15545 | 67  | 98                   | 10              |
| 1.4 e-HDi Active EGC  | £15495 | 67  | 87                   | 11              |
| 1.6 e-HDi 92 Style  | £16195 | 91  | 95                   | 17              |
| 1.6 e-HDi 92 Allure   | £16645 | 91  | 95                   | 17              |
| 1.6 e-HDi 115 Allure  | £18695 | 113 | 99                   | 19              |

| Make and Model   | Price  | Bhp | CO <sub>2</sub> g/km | Insurance group |
|--|--------|-----|----------------------|-----------------|
| <b>308 5dr hatch</b> Thoughtfully developed and very well appointed but still no class leader. ★★★★★ |        |     |                      |                 |
| 1.2 PureTech 82 Access   | £14995 | 81  | 117                  | 9               |
| 1.2 PureTech 110 Active  | £17945 | 108 | 105                  | 13              |
| 1.2 PureTech 110 Allure  | £19145 | 81  | 107                  | 13              |
| 1.2 PureTech 130 Active  | £17445 | 108 | 105                  | 11              |
| 1.2 PureTech 130 Allure  | £18695 | 128 | 107                  | 14              |
| 1.2 PureTech 130 Allure  | £19895 | 128 | 110                  | 15              |
| 1.2 PureTech 130 GT Line   | £21445 | 128 | 116                  | 16              |
| 1.6 THP 205 GT   | £24095 | 202 | 130                  | 26              |
| 1.6 HDi 92 Access  | £16945 | 91  | 93                   | 15              |
| 1.6 HDi 92 Active  | £18645 | 91  | 93                   | 15              |
| 1.6 Blue HDi 120 Active  | £19845 | 118 | 82                   | 22              |
| 1.6 Blue HDi 120 Allure  | £21045 | 118 | 84                   | 24              |
| 1.6 HDi 115 Active   | £19445 | 113 | 95                   | 18              |
| 1.6 HDi 115 Allure   | £20645 | 113 | 100                  | 18              |
| 1.6 HDi 115 GT Line  | £22195 | 113 | 100                  | 18              |
| 2.0 Blue HDi 150 Allure  | £21945 | 148 | 97                   | 25              |
| 2.0 Blue HDi 150 GT Line   | £23495 | 148 | 97                   | 26              |
| 2.0 Blue HDi 180 GT  | £25945 | 178 | 103                  | 29              |

| Make and Model   | Price  | Bhp | CO <sub>2</sub> g/km | Insurance group |
|--|--------|-----|----------------------|-----------------|
| <b>308 SW 5dr estate</b> Thoughtfully developed and very well appointed but still no class leader. ★★★★★ |        |     |                      |                 |
| 1.2 PureTech 110 Access  | £17145 | 108 | 109                  | 13              |
| 1.2 PureTech 110 Active  | £18845 | 108 | 109                  | 13              |
| 1.2 PureTech 110 Allure  | £20045 | 81  | 111                  | 13              |
| 1.2 PureTech 130 Active  | £19595 | 128 | 109                  | 14              |
| 1.2 PureTech 130 Allure  | £20795 | 128 | 115                  | 15              |
| 1.6 Blue HDi 120 Active  | £20745 | 118 | 85                   | 20              |
| 1.6 Blue HDi 120 Allure  | £21945 | 118 | 88                   | 21              |
| 1.6 HDi 115 Active   | £20345 | 113 | 95                   | 18              |
| 1.6 HDi 115 Allure   | £21545 | 113 | 100                  | 18              |
| 1.6 HDi 92 Access  | £17845 | 91  | 99                   | 15              |
| 1.6 HDi 92 Active  | £19545 | 91  | 99                   | 15              |
| 1.2 PureTech 130 GT Line   | £22345 | 128 | 115                  | 16              |
| 1.6 HDi 115 GT Line  | £22395 | 113 | 100                  | 18              |
| 2.0 Blue HDi 150 Allure  | £22845 | 148 | 105                  | 24              |
| 2.0 Blue HDi 150 GT Line   | £24395 | 148 | 105                  | 26              |
| 2.0 Blue HDi 180 GT  | £26845 | 178 | 107                  | 29              |
| <b>508 4dr saloon</b> Competent and likeable package, although lacks any real spark. ★★★★★               |        |     |                      |                 |
| 2.2 HDi 200 GT   | £30645 | 201 | 140                  | 37              |
| 1.6 e-HDi 115 Active Nav   | £22195 | 113 | 109                  | 24              |

| Make and Model   | Price  | Bhp | CO <sub>2</sub> g/km | Insurance group |
|--|--------|-----|----------------------|-----------------|
| 1.6 e-HDi 115 Allure Nav   | £24295 | 113 | 111                  | 25              |
| 2.0 HDi 140 Active Nav   | £22595 | 140 | 115                  | 27              |
| 2.0 HDi 140 Allure Nav   | £24695 | 140 | 118                  | 28              |
| 2.0 BlueHDi 150 Allure Nav   | £25795 | 148 | 101                  | 30              |
| 2.0 HDi 163 Allure Nav auto  | £26595 | 161 | 140                  | 30              |
| 2.0 HDi Hybrid4 Allure Nav   | £31995 | 200 | 91                   | 36              |
| <b>508 SW 5dr estate</b> As good as saloon, only better looking. ★★★★★ |        |     |                      |                 |
| 1.6 e-HDi 115 Active Nav   | £23395 | 113 | 110                  | 24              |
| 1.6 e-HDi 115 Allure Nav   | £25695 | 113 | 112                  | 25              |
| 2.0 BlueHDi 150 Allure Nav   | £27195 | 148 | 102                  | 30              |
| 2.0 HDi 140 Active Nav   | £23795 | 140 | 120                  | 27              |
| 2.0 HDi 140 Allure Nav   | £26095 | 140 | 128                  | 28              |
| 2.0 HDi 163 Allure Nav auto  | £27995 | 161 | 144                  | 30              |
| 2.2 HDi 200 GT   | £32045 | 201 | 144                  | 37              |

| Make and Model  | Price  | Bhp | CO <sub>2</sub> g/km | Insurance group |
|---|--------|-----|----------------------|-----------------|
| <b>2008 5dr hatch</b> Efficient and well-mannered but short on space and style. ★★★★★ |        |     |                      |                 |
| 1.2 VTi 82 Access +   | £13195 | 81  | 114                  | 10              |
| 1.2 VTi 82 Active   | £14295 | 81  | 114                  | 11              |
| 1.2 VTi 82 Allure   | £15595 | 81  | 114                  | 11              |
| 1.6 VTi 120 Allure  | £16750 | 118 | 135                  | 20              |
| 1.6 VTi 120 Feline Calima   | £18150 | 118 | 135                  | 19              |
| 1.6 VTi 120 Feline Mistral S-S  | £18450 | 118 | 135                  | 19              |
| 1.4 HDi 70 Access +   | £14495 | 67  | 104                  | 10              |
| 1.4 HDi 70 Active   | £15595 | 67  | 104                  | 10              |
| 1.6 e-HDi 92 Active S-S   | £16245 | 91  | 103                  | 17              |
| 1.6 e-HDi 92 Active EGC S-S   | £16845 | 91  | 98                   | 17              |
| 1.6 e-HDi 92 Allure S-S   | £17745 | 91  | 103                  | 18              |
| 1.6 e-HDi 92 Feline Calima  | £19145 | 91  | 103                  | 17              |
| 1.6 e-HDi 92 Feline Mistral   | £19445 | 91  | 103                  | 17              |
| 1.6 e-HDi 115 Allure S-S  | £18345 | 113 | 105                  | 20              |
| 1.6 e-HDi 115 Feline Calima SS  | £19745 | 113 | 105                  | 20              |
| 1.6 e-HDi 115 Feline Mistral S  | £20045 | 113 | 105                  | 20              |

| Make and Model   | Price  | Bhp | CO <sub>2</sub> g/km | Insurance group |
|--|--------|-----|----------------------|-----------------|
| <b>3008 5dr mpv</b> Good handling and flexible cabin. Split tailgate a useful touch. ★★★★★ |        |     |                      |                 |
| 2.0 HDi 163 Allure Au  | £25050 | 161 | 145                  | 23              |
| 1.6 VTi 120 Access   | £17550 | 118 | 155                  | 17              |
| 1.6 VTi 120 Active   | £19250 | 118 | 155                  | 17              |
| 1.6 VTi 120 Allure   | £21200 | 118 | 155                  | 17              |
| 1.6 THP 156 Allure   | £22050 | 154 | 154                  | 23              |
| 1.6 HDi 115 Access   | £19345 | 113 | 125                  | 18              |
| 1.6 HDi 115 Active   | £20795 | 113 | 125                  | 18              |
| 1.6 HDi 115 Allure   | £22745 | 113 | 127                  | 18              |
| 1.6 e-HDi 115 Access EGC   | £20195 | 113 | 110                  | 18              |
| 1.6 e-HDi 115 Active EGC   | £21645 | 113 | 110                  | 18              |
| 1.6 e-HDi 115 Allure EGC   | £23595 | 113 | 112                  | 17              |
| 2.0 HDi FAP 150 Active   | £21900 | 148 | 139                  | 24              |
| 2.0 HDi FAP 150 Allure   | £23850 | 148 | 139                  | 22              |
| 2.0 HDi Hybrid 4 Active  | £27245 | 197 | 85                   | 30              |
| 2.0 HDi Hybrid 4 Allure  | £28245 | 197 | 99                   | 31              |

| Make and Model   | Price  | Bhp | CO <sub>2</sub> g/km | Insurance group |
|--|--------|-----|----------------------|-----------------|
| <b>5008 5dr mpv</b> Well resolved ride and handling with a useful 7-seat interior. ★★★★★ |        |     |                      |                 |
| 1.6 VTi 120 Access   | £19350 | 118 | 159                  | 13              |
| 1.6 VTi 120 Allure   | £21100 | 118 | 159                  | 15              |
| 1.6 THP 156 Allure   | £23750 | 154 | 163                  | 19              |
| 1.6 e-HDi 115 Access EGC   | £21895 | 113 | 113                  | 16              |
| 1.6 e-HDi 115 Active EGC   | £23495 | 113 | 123                  | 17              |
| 1.6 e-HDi 115 Allure EGC   | £25295 | 113 | 126                  | 16              |
| 1.6 HDi 115 Access   | £21045 | 113 | 124                  | 16              |
| 1.6 HDi 115 Active   | £22745 | 113 | 128                  | 17              |
| 1.6 HDi 115 Allure   | £24550 | 113 | 135                  | 16              |
| 1.6 HDi 150 Active   | £23750 | 148 | 138                  | 20              |
| 2.0 HDi 163 Active auto  | £24950 | 161 | 149                  | 20              |
| 2.0 HDi 150 Allure   | £25550 | 148 | 140                  | 20              |
| 2.0 HDi 163 Allure auto  | £26750 | 161 | 149                  | 19              |
| <b>RCZ 2dr coupé</b> Classy, interesting, fun coupe. Peugeot's got its mojo back. ★★★★★  |        |     |                      |                 |
| 1.6 THP 156 Sport  | £22350 | 154 | 149                  | 27              |
| <b>1.6 THP 156 GT</b>  | £24750 | 154 | 149                  | 28              |
| 1.6 THP 200 GT   | £27150 | 197 | 155                  | 34              |
| 1.6 THP 270 R  | £32250 | 266 | 145                  | 42              |
| 2.0 HDi 163 Sport  | £24200 | 161 | 130                  | 29              |
| 2.0 HDi 163 GT   | £26600 | 161 | 130                  | 30              |

| Make and Model  | Price   | Bhp | CO <sub>2</sub> g/km | Insurance group |
|---|---------|-----|----------------------|-----------------|
| <b>PORSCHE</b>  |         |     |                      |                 |
| <b>BOXSTER 2dr open</b> Honed, toned and cosmetically enhanced. Scarily brilliant. ★★★★★          |         |     |                      |                 |
| 2.7   | £40098  | 261 | 195                  | 40              |
| 3.4 S   | £48553  | 311 | 211                  | 43              |
| 3.4 GT  | £54567  | 326 | 211                  | 44              |
| <b>CAYMAN 2dr coupé</b> Roof seals the deal. A five-star car by any measure. ★★★★★                |         |     |                      |                 |
| 2.7   | £40239  | 271 | 195                  | 37              |
| 3.4 S   | £49478  | 320 | 211                  | 41              |
| 3.4 GT  | £56092  | 335 | 211                  | 43              |
| <b>911 2dr coupé</b> The best just got better. Still more than worthy of its iconic status. ★★★★★ |         |     |                      |                 |
| 3.4 Carrera   | £74204  | 345 | 211                  | 46              |
| 3.4 Carrera 4   | £79060  | 345 | 218                  | 46              |
| 3.8 Carrera S   | £84240  | 395 | 223                  | 47              |
| 3.8 Carrera 4S  | £89325  | 395 | 233                  | 48              |
| 3.8 Turbo   | £121523 | 514 | 227                  | 48              |
| 3.8 Turbo S   | £143045 | 552 | 227                  | 48              |



| Make and Model   | Price  | Bhp | CO <sub>2</sub> g/km | Insurance group |
|--|--------|-----|----------------------|-----------------|
| <b>TOLEDO 5dr hatch</b> Makes practical sense, but leaves no other lasting impression ★★☆☆☆                |        |     |                      |                 |
| 1.2 TSI 85 S   | £14265 | 84  | 119                  | 10              |
| 1.2 TSI 105 S  | £15295 | 104 | 116                  | 13              |
| 1.2 TSI 105 SE   | £16515 | 104 | 118                  | 14              |
| 1.4 TSI 122 SE DSG   | £17965 | 120 | 134                  | 17              |
| 1.6 TDI 105 CR SE Ecomotive  | £17150 | 104 | 104                  | 15              |
| 1.6 TDI 105 CR SE Ecomotive  | £18370 | 104 | 106                  | 15              |
| <b>LEON 3dr hatch</b> Sharp looks and handling. Back from the Golf's quality, but good value ★★☆☆☆         |        |     |                      |                 |
| 1.6 TDI 110 SE Ecomotive   | £19625 | 108 | 87                   | 14              |
| 1.2 TSI 110 S  | £15815 | 108 | 114                  | 13              |
| 1.2 TSI 110 SE   | £16935 | 108 | 114                  | 13              |
| 1.4 TSI 125 SE   | £17535 | 123 | 120                  | 16              |
| 1.4 TSI 150 FR   | £19700 | 148 | 109                  | 17              |
| 1.8 TSI 180 FR   | £20740 | 178 | 137                  | 25              |
| 2.0 TSI 265 Cupra  | £25960 | 261 | 154                  | 32              |
| 2.0 TSI 280 Cupra  | £27210 | 276 | 154                  | 33              |
| 1.6 TDI CR 105 S   | £17515 | 104 | 99                   | 13              |
| 1.6 TDI CR 105 SE  | £18635 | 104 | 99                   | 13              |
| 2.0 TDI CR 150 SE  | £19985 | 148 | 106                  | 19              |
| 2.0 TDI CR 150 FR  | £21530 | 148 | 106                  | 19              |
| 2.0 TDI CR 184 FR  | £22520 | 181 | 109                  | 26              |
| <b>LEON 5dr hatch</b> Sharp looks and handling. Back from the Golf's quality, but good value ★★☆☆☆         |        |     |                      |                 |
| 1.6 TDI 110 SE Ecomotive   | £19925 | 108 | 87                   | 14              |
| 1.2 TSI 110 S  | £16115 | 108 | 114                  | 13              |
| 1.2 TSI 110 SE   | £17235 | 108 | 114                  | 13              |
| 1.4 TSI 125 SE   | £17835 | 123 | 120                  | 16              |
| 1.4 TSI 150 FR   | £20000 | 148 | 109                  | 17              |
| 1.8 TSI 180 FR   | £21040 | 178 | 137                  | 25              |
| 2.0 TSI 280 Cupra  | £22820 | 276 | 154                  | 32              |
| 2.0 TSI 280 Cupra  | £27150 | 276 | 154                  | 33              |
| 1.6 TDI CR 105 S   | £17815 | 104 | 99                   | 13              |
| 1.6 TDI CR 105 SE  | £18935 | 104 | 99                   | 13              |
| 2.0 TDI CR 150 SE  | £20285 | 148 | 106                  | 19              |
| 2.0 TDI CR 150 FR  | £21830 | 148 | 106                  | 20              |
| <b>LEON 5dr estate</b> Sharp looks and handling. Back from the Golf's quality, but good value ★★☆☆☆        |        |     |                      |                 |
| 1.2 TSI 105 S  | £16675 | 104 | 114                  | 12              |
| 1.2 TSI 105 SE   | £17795 | 104 | 114                  | 13              |
| 1.4 TSI 140 FR   | £20390 | 138 | 122                  | 18              |
| 1.4 TSI 140 SE   | £18845 | 138 | 122                  | 17              |
| 1.6 TDI 110 SE Ecomotive   | £20920 | 108 | 87                   | 14              |
| 1.6 TDI CR 105 S   | £18810 | 104 | 99                   | 13              |
| 1.6 TDI CR 105 SE  | £19930 | 104 | 99                   | 13              |
| 1.8 TSI 180 FR   | £22035 | 178 | 137                  | 25              |
| 2.0 TDI CR 150 FR  | £22825 | 148 | 106                  | 20              |
| 2.0 TDI CR 150 SE  | £21280 | 148 | 106                  | 19              |
| 2.0 TDI CR 184 FR  | £23815 | 181 | 112                  | 26              |
| 2.0 TDI 150 SE X-Perience  | £24385 | 148 | 129                  | 19              |
| 2.0 TDI 150 SE Tech X-Perience   | £26370 | 148 | 129                  | 20              |
| 2.0 TDI 184 SE Tech X-Perience   | £28870 | 181 | 129                  | 23              |
| <b>ALTEA 5dr hatch</b> Short on interior flexibility and visibility. Well-judged drive ★★☆☆☆               |        |     |                      |                 |
| 1.6 TDI 105 i-Tech Ecomotive   | £15445 | 103 | 119                  | 14              |
| 2.0 TDI 140 i-Tech   | £16245 | 138 | 129                  | 19              |
| XL 1.6 TDI 105 i-Tech Ecomotive  | £16165 | 103 | 119                  | 13              |
| 2.0 TDI 140 i-Tech   | £16965 | 138 | 129                  | 19              |
| <b>ALHAMBRA 5dr mpv</b> Practical, refined and good value. Not exciting ★★☆☆☆                              |        |     |                      |                 |
| 2.0 TDI 140 Ecomotive S  | £25630 | 138 | 146                  | 18              |
| 2.0 TDI 140 Ecomotive SE   | £27510 | 138 | 146                  | 18              |
| 2.0 TDI 140 Ecomotive i-TECH   | £28630 | 138 | 146                  | 18              |
| 2.0 TDI 140 Eco SE Lux   | £30900 | 138 | 146                  | 18              |
| 2.0 TDI 177 SE   | £28750 | 138 | 152                  | 22              |
| 2.0 TDI 177 SE Lux   | £32420 | 138 | 152                  | 22              |
| <b>SKODA</b>   |        |     |                      |                 |
| <b>CITIGO 3dr hatch</b> The VW Up in entry-level Skoda format ★★☆☆☆  |        |     |                      |                 |
| 1.0 60 S   | £8275  | 59  | 105                  | 1               |
| 1.0 60 SE  | £9135  | 59  | 105                  | 1               |
| 1.0 60 Monte Carlo   | £10670 | 59  | 105                  | 2               |
| 1.0 60 GreenTech SE  | £9495  | 59  | 95                   | 1               |
| 1.0 60 GreenTech Eleg.   | £10010 | 59  | 95                   | 1               |
| 1.75 GreenTech Eleg.   | £10400 | 74  | 98                   | 2               |
| <b>CITIGO 5dr hatch</b> The VW Up in entry-level Skoda format ★★☆☆☆  |        |     |                      |                 |
| 1.0 60 S   | £8625  | 59  | 105                  | 1               |
| 1.0 60 SE  | £9485  | 59  | 105                  | 1               |
| 1.0 60 Monte Carlo   | £11020 | 59  | 105                  | 2               |
| 1.0 60 GreenTech SE  | £9845  | 59  | 95                   | 1               |
| 1.0 60 GreenTech Eleg.   | £10360 | 59  | 95                   | 1               |
| 1.75 GreenTech Eleg.   | £10750 | 74  | 98                   | 2               |
| <b>FABIA 5dr hatch</b> Straight-laced for a supermini, but as likeable an all-rounder as you'll find ★★☆☆☆ |        |     |                      |                 |
| 1.0 60 S   | £10600 | 59  | 106                  | 2               |
| 1.0 75 S   | £11460 | 74  | 108                  | 4               |
| 1.0 75 SE  | £12820 | 74  | 108                  | 4               |
| 1.0 75 SE L  | £13610 | 74  | 108                  | 4               |
| 1.2 TSI 90 SE  | £13450 | 89  | 107                  | 8               |
| 1.2 TSI 90 SE L  | £14240 | 89  | 107                  | 8               |
| 1.2 TSI 110 S DSG  | £13740 | 109 | 103                  | 13              |
| 1.2 TSI 110 SE   | £14100 | 108 | 110                  | 12              |
| 1.2 TSI 110 SE L   | £14890 | 108 | 110                  | 12              |
| 1.4 TDI 90 S   | £14090 | 89  | 93                   | 12              |
| 1.4 TDI 90 SE  | £15450 | 89  | 93                   | 10              |
| 1.4 TDI 90 SE L  | £16240 | 89  | 93                   | 11              |
| 1.4 TDI 105 SE L   | £16840 | 104 | 95                   | 12              |
| <b>FABIA 5dr estate</b>  |        |     |                      |                 |
| 1.0 75 S   | £12460 | 74  | 109                  | 4               |
| 1.0 75 SE  | £13965 | 74  | 109                  | 3               |
| 1.0 75 SE L  | £14755 | 74  | 109                  | 3               |
| 1.2 TSI 110 S DSG  | £14740 | 108 | 109                  | 13              |
| 1.2 TSI 110 SE   | £15245 | 108 | 110                  | 12              |
| 1.2 TSI 110 SE L   | £16035 | 108 | 110                  | 12              |
| 1.2 TSI 90 SE  | £14595 | 89  | 107                  | 8               |
| 1.2 TSI 90 SE L  | £15385 | 89  | 107                  | 8               |
| 1.4 TDI 105 SE L   | £17985 | 104 | 97                   | 12              |
| 1.4 TDI 90 S   | £15090 | 89  | 94                   | 10              |
| 1.4 TDI 90 SE  | £16595 | 89  | 94                   | 10              |
| 1.4 TDI 90 SE L  | £17385 | 89  | 94                   | 11              |
| <b>RAPID 5dr hatch</b>   |        |     |                      |                 |
| 1.6 TDI 105 E  | £17145 | 103 | 114                  | 16              |
| 1.6 TDI 105 Eleg.  | £17715 | 103 | 114                  | 16              |
| 1.6 TDI 105 GreenLine  | £17975 | 103 | 99                   | 13              |
| 1.6 TDI 105 GreenTech Eleg.  | £17965 | 103 | 104                  | 13              |
| 1.6 TDI 105 GreenTech SE   | £17215 | 103 | 104                  | 13              |
| 1.6 TDI 105 S  | £16015 | 103 | 114                  | 13              |
| 1.6 TDI 105 SE   | £16965 | 103 | 114                  | 13              |
| 1.2 T5 S   | £13350 | 74  | 137                  | 7               |
| 1.2 TSI 86 S   | £14140 | 84  | 119                  | 10              |
| 1.2 TSI 86 SE  | £15090 | 84  | 119                  | 10              |
| 1.2 TSI 86 GreenTech S   | £14390 | 84  | 114                  | 10              |
| 1.2 TSI 86 GreenTech SE  | £15340 | 84  | 114                  | 10              |
| 1.2 TSI 105 SE   | £15790 | 104 | 125                  | 13              |
| 1.2 TSI 105 Eleg.  | £16540 | 104 | 125                  | 13              |
| 1.6 TDI 105 GreenTech SE   | £16040 | 104 | 118                  | 13              |
| 1.2 TSI 105 GreenTech Eleg.  | £16790 | 104 | 118                  | 13              |
| 1.2 TSI 105 Sport  | £15840 | 104 | 125                  | 15              |
| 1.4 TSI 122 SE DSG   | £17585 | 120 | 134                  | 16              |
| 1.4 TSI 122 Eleg. DSG  | £18335 | 120 | 134                  | 16              |
| 1.4 TSI 122 GreenTech SE DSG   | £17705 | 120 | 127                  | 18              |
| 1.4 TSI 122 GreenTech Eleg.  | £18455 | 120 | 127                  | 18              |
| 1.6 TDI 105 S  | £16590 | 103 | 114                  | 16              |
| 1.6 TDI 105 SE   | £17540 | 103 | 114                  | 15              |
| 1.6 TDI 105 Eleg.  | £18290 | 103 | 114                  | 15              |
| 1.6 TDI 105 GreenTech SE   | £17790 | 103 | 106                  | 15              |
| 1.6 TDI 105 GreenTech Eleg.  | £18540 | 103 | 106                  | 15              |
| <b>RAPID SPACEBACK 5dr estate</b> Estate shape makes most sense of Rapid's skinny body ★★☆☆☆               |        |     |                      |                 |
| 1.2 TSI 105 Eleg.  | £16640 | 104 | 125                  | 14              |
| 1.2 TSI 105 GreenTech Eleg.  | £16890 | 104 | 118                  | 14              |
| 1.2 TSI 105 SE   | £16430 | 104 | 118                  | 15              |
| 1.2 TSI 105 SE   | £16180 | 104 | 125                  | 14              |
| 1.2 TSI 86 GreenTech S   | £14750 | 84  | 114                  | 12              |
| 1.2 TSI 86 GreenTech SE  | £15730 | 84  | 114                  | 12              |
| 1.2 TSI 86 S   | £14500 | 84  | 119                  | 11              |
| 1.2 TSI 86 SE  | £15480 | 84  | 119                  | 12              |
| 1.4 TSI 122 Eleg. DSG  | £18445 | 120 | 134                  | 18              |
| 1.4 TSI 122 GreenTech SE DSG   | £18105 | 120 | 127                  | 18              |
| 1.4 TSI 122 G'Tech Eleg. DS  | £18565 | 120 | 127                  | 18              |
| 1.4 TSI 122 SE DSG   | £17985 | 120 | 134                  | 17              |
| 1.6 TDI 105 Eleg.  | £18390 | 103 | 114                  | 16              |
| 1.6 TDI 105 GreenTech Eleg.  | £18640 | 103 | 106                  | 16              |
| 1.6 TDI 105 GreenTech SE   | £18180 | 103 | 106                  | 16              |
| 1.6 TDI 105 S  | £16950 | 103 | 114                  | 15              |
| 1.6 TDI 105 SE   | £17930 | 103 | 114                  | 16              |
| 1.6 TDI 90 GreenLine   | £17355 | 89  | 99                   | 14              |
| 1.6 TDI 90 GreenTech Eleg.   | £17990 | 89  | 106                  | 14              |
| 1.6 TDI 90 GreenTech SE  | £17530 | 89  | 106                  | 14              |
| 1.6 TDI 90 S   | £16300 | 89  | 114                  | 13              |
| 1.6 TDI 90 SE  | £17280 | 89  | 114                  | 14              |
| 1.6 TDI 90 Eleg.   | £17740 | 89  | 114                  | 14              |
| <b>OCTAVIA 5dr hatch</b> Extended wheelbase makes the Octavia an even more practical choice ★★☆☆☆          |        |     |                      |                 |
| 1.2 TSI 105 S  | £19775 | 104 | 99                   | 14              |
| 1.2 TSI 105 SE   | £16525 | 104 | 114                  | 13              |
| 1.2 TSI 105 SE   | £17875 | 104 | 114                  | 13              |
| 1.4 TSI 140 SE   | £19075 | 138 | 121                  | 18              |
| 1.4 TSI 140 Eleg.  | £20775 | 138 | 121                  | 19              |
| 1.8 TSI 180 Laurin & Klement   | £26630 | 178 | 135                  | 25              |
| 2.0 TSI 220 vRS  | £23830 | 217 | 142                  | 29              |
| 1.6 TDI 105 S  | £18575 | 104 | 99                   | 13              |
| 1.6 TDI 105 SE   | £19925 | 104 | 99                   | 13              |
| 1.6 TDI 105 Eleg.  | £21625 | 104 | 99                   | 14              |
| 1.6 TDI 110 GreenLine  | £20225 | 108 | 90                   | 15              |
| 1.6 TDI 110 SE Business GreenL   | £20225 | 108 | 90                   | 19              |
| 2.0 TDI 150 SE   | £20535 | 148 | 106                  | 19              |
| 2.0 TDI 150 SE Business  | £20535 | 148 | 106                  | 20              |
| 2.0 TDI 150 Eleg.  | £22525 | 148 | 106                  | 20              |
| 2.0 TDI 150 Laurin & Klement   | £24665 | 148 | 107                  | 22              |
| 2.0 TDI 184 vRS  | £24075 | 181 | 115                  | 26              |
| <b>OCTAVIA 5dr estate</b> Extended wheelbase makes the Octavia an even more practical choice ★★☆☆☆         |        |     |                      |                 |
| 1.6 TDI 105 SE Eleg. 4x4   | £23880 | 104 | 119                  | 14              |
| 1.6 TDI 105 SE 4x4   | £22180 | 104 | 119                  | 13              |
| 1.6 TDI 105 SE Business  | £20580 | 104 | 99                   | 13              |
| 1.6 TDI 110 GreenLine  | £21425 | 108 | 90                   | 15              |
| 1.6 TDI 110 SE Business G'line   | £21425 | 108 | 90                   | 19              |
| 2.0 TDI 150 Eleg. 4x4  | £24780 | 148 | 124                  | 20              |
| 2.0 TDI 150 SE 4x4   | £23185 | 148 | 120                  | 19              |
| 2.0 TDI 150 SE Business  | £21735 | 148 | 106                  | 19              |
| 1.2 TSI 105 S  | £17330 | 104 | 117                  | 13              |
| 1.2 TSI 105 SE   | £18680 | 104 | 117                  | 13              |
| 1.4 TSI 140 SE   | £19880 | 138 | 121                  | 18              |
| 1.4 TSI 140 Eleg.  | £21580 | 138 | 121                  | 19              |
| 1.8 TSI 180 Laurin & Klement   | £27830 | 178 | 136                  | 25              |
| 2.0 TSI 220 vRS  | £25030 | 217 | 142                  | 29              |
| 1.6 TDI 105 S  | £19380 | 104 | 99                   | 13              |
| 1.6 TDI 105 SE   | £20730 | 104 | 99                   | 13              |
| 1.6 TDI 105 Eleg.  | £22430 | 104 | 99                   | 14              |
| 2.0 TDI 150 SE   | £21735 | 148 | 106                  | 19              |
| 2.0 TDI 150 Scout 4x4  | £25405 | 148 | 125                  | -               |
| 2.0 TDI 150 Eleg.  | £23330 | 148 | 110                  | 20              |
| 2.0 TDI 150 Laurin & Klement   | £27665 | 148 | 107                  | 22              |
| 2.0 TDI 150 Laurin Klement 4x4   | £29115 | 148 | 122                  | 21              |
| 2.0 TDI 184 Scout 4x4  | £28200 | 181 | 129                  | -               |
| 2.0 TDI 184 vRS  | £25275 | 181 | 117                  | 26              |
| <b>ROOMSTER 5dr mpv</b> Quirky looks, talented package, awkward image ★★☆☆☆                                |        |     |                      |                 |
| 1.2 S  | £12105 | 69  | 143                  | 5               |
| 1.2 SE   | £13575 | 69  | 143                  | 6               |
| 1.2 TSI 85 S   | £12750 | 84  | 134                  | 9               |
| 1.2 TSI 85 SE  | £14135 | 84  | 134                  | 9               |
| 1.2 TSI 85 Scout   | £14685 | 84  | 134                  | 9               |
| 1.2 TSI 105 S auto   | £14185 | 104 | 134                  | 12              |
| 1.2 TSI 105 SE   | £14800 | 104 | 134                  | 12              |
| 1.2 TSI 105 Scout  | £15350 | 104 | 134                  | 12              |
| 1.2 TDI 75 GreenLine II  | £16325 | 74  | 109                  | 9               |
| 1.6 TDI CR 90 SE   | £15415 | 89  | 124                  | 11              |
| 1.6 TDI CR 90 Scout  | £15965 | 89  | 124                  | 11              |
| 1.6 TDI CR 105 SE  | £15640 | 104 | 124                  | 13              |
| 1.6 TDI CR 105 Scout   | £16190 | 104 | 124                  | 13              |
| <b>YETI 5dr 4x4</b> Useful, versatile cabin. Good handling and engines ★★☆☆☆                               |        |     |                      |                 |
| 1.6 TDI 105 Outdoor SE B'nes G   | £19915 | 103 | 119                  | 14              |
| 2.0 TDI 110 Outdoor SE 4WD   | £21405 | 109 | 154                  | 14              |
| 2.0 TDI 140 Outdoor SE B'nes 4   | £22230 | 138 | 152                  | 18              |
| 1.2 TSI 105 S  | £16915 | 103 | 142                  | 13              |
| 1.2 TSI 105 Outdoor S  | £16915 | 103 | 142                  | 13              |
| 1.2 TSI 105 SE   | £18425 | 103 | 142                  | 13              |
| 1.2 TSI 105 Outdoor SE   | £18425 | 103 | 142                  | 13              |
| 1.2 TSI 105 Eleg.  | £20250 | 103 | 142                  | 14              |
| 1.2 TSI 105 Outdoor Eleg.  | £20250 | 103 | 142                  | 14              |
| 1.6 TDI 160 Outdoor L&K 4WD  | £25940 | 158 | 184                  | 22              |
| 1.6 TDI 105 S GreenLine II   | £18405 | 103 | 119                  | 14              |
| 1.6 TDI 105 Outdoor S GreenLine  | £1840  |     |                      |                 |



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| 1.4 TSI 150 Design  | £23515 | 148 | 138                  | 22              |
| 1.4 TSI 150 Sport   | £25115 | 148 | 138                  | 22              |
| 2.0 TDI 110   | £21040 | 108 | 115                  | 16              |
| 2.0 TDI 110 Design  | £23415 | 108 | 115                  | 16              |
| 2.0 TDI 150 Design  | £24245 | 148 | 120                  | 23              |
| 2.0 TDI 150 Sport   | £25845 | 148 | 120                  | 23              |
| 2.0 TSI 220 Sport   | £26345 | 217 | 154                  | 29              |
| <b>CC 4dr saloon</b> Loses a name and adds some flair, but never compels          | ★★★★★  |     |                      |                 |
| 1.4 TSI 160 BMT   | £25050 | 158 | 144                  | 27              |
| 2.0 TDI 177 BMT GT  | £29820 | 177 | 120                  | 27              |
| 2.0 TSI 210 GT  | £29285 | 208 | 169                  | 29              |
| 2.0 TSI 210 R-Line  | £29935 | 208 | 169                  | 29              |
| 2.0 TDI 140 BMT   | £26115 | 138 | 119                  | 23              |
| 2.0 TDI 140 BMT GT  | £27695 | 138 | 119                  | 24              |
| 2.0 TDI 177 BMT R-Line  | £30470 | 177 | 120                  | 29              |
| <b>EOS 2dr cc</b> Pleasant and predictable drive. Feeling old now                 | ★★★★★  |     |                      |                 |
| 1.4 TSI 160 Sport   | £27610 | 158 | 157                  | 24              |
| 2.0 TDI 210 Sport   | £29610 | 208 | 165                  | 30              |
| 2.0 TDI Blue Tech Sp.   | £28185 | 138 | 125                  | 23              |
| 2.0 TDI Blue Tech Exec.   | £31325 | 138 | 125                  | 23              |
| <b>SCIROCCO 3dr coupé</b> A complete coupe.                                       | ★★★★★  |     |                      |                 |
| Entertaining, practical and stylish   | ★★★★★  |     |                      |                 |
| 1.4 TSI 125   | £20735 | 123 | 125                  | 22              |
| 1.4 TSI 125 GT  | £22790 | 123 | 125                  | 22              |
| 2.0 TSI 180   | £26125 | 217 | 142                  | 37              |
| 2.0 TSI 220 GT  | £28195 | 217 | 139                  | 37              |
| 2.0 TSI 220 R-Line  | £32580 | 217 | 139                  | 42              |
| 2.0 TDI 280 R   | £32455 | 148 | 109                  | 27              |
| 2.0 TDI 150   | £25305 | 148 | 109                  | 28              |
| 2.0 TDI 150 GT  | £27375 | 148 | 109                  | 28              |
| 2.0 TDI 184 GT  | £26305 | 181 | 115                  | 31              |
| 2.0 TDI 184 R-Line  | £28375 | 181 | 115                  | 31              |
| <b>PASSAT 4dr saloon</b> Supremely well-executed family-sized prospect            | ★★★★★  |     |                      |                 |
| 1.6 TDI 120 S   | £22320 | 118 | 105                  | 15              |
| 1.6 TDI 120 SE  | £23460 | 118 | 105                  | 15              |
| 1.6 TDI 120 SE Business   | £24115 | 118 | 105                  | 15              |
| 1.6 TDI 120 GT  | £25420 | 118 | 109                  | 13              |
| 2.0 TDI 150 S   | £23445 | 148 | 106                  | 19              |
| 2.0 TDI 150 SE  | £24585 | 148 | 106                  | 19              |
| 2.0 TDI 150 SE Business   | £25240 | 148 | 106                  | 19              |
| 2.0 TDI 150 GT  | £26545 | 148 | 109                  | 19              |
| 2.0 TDI 150 R-Line  | £27540 | 148 | 109                  | 19              |
| 2.0 TDI SCR 190 GT  | £27895 | 187 | 107                  | 22              |
| 2.0 TDI SCR 190 R-Line  | £28890 | 187 | 107                  | 23              |
| 2.0 TDI 240 BITDI SCR GT  | £34625 | 237 | 139                  | 28              |
| 2.0 TDI 240 BITDI SCR R-Line  | £35620 | 237 | 139                  | 28              |
| <b>PASSAT 5dr estate</b> Supremely well-executed family-sized prospect            | ★★★★★  |     |                      |                 |
| 1.6 TDI 120 GT  | £26970 | 118 | 110                  | 13              |
| 1.6 TDI 120 S   | £23870 | 118 | 107                  | 15              |
| 1.6 TDI 120 SE  | £25610 | 118 | 107                  | 12              |
| 1.6 TDI 120 SE Business   | £26655 | 118 | 107                  | 12              |
| 2.0 TDI 150 GT  | £28095 | 148 | 110                  | 19              |
| 2.0 TDI 150 R-Line  | £29090 | 148 | 110                  | 19              |
| 2.0 TDI 150 S   | £24995 | 148 | 107                  | 21              |
| 2.0 TDI 150 SE  | £26135 | 148 | 107                  | 19              |
| 2.0 TDI 150 SE Business   | £26790 | 148 | 107                  | 19              |
| 2.0 TDI 190 SCR GT  | £29445 | 187 | 110                  | 22              |
| 2.0 TDI 190 SCR R-Line  | £30440 | 187 | 110                  | 23              |
| 2.0 TDI 240 BITDI SCR GT  | £36175 | 237 | 140                  | 28              |
| 2.0 TDI 240 BITDI SCR R-Line  | £37170 | 237 | 140                  | 28              |
| <b>PHAEON 4dr saloon</b> Big VW feels old now, and struggles to justify its price | ★★★★★  |     |                      |                 |
| 3.0 V6 TDI 240 SWB  | £55550 | 236 | 224                  | 45              |
| 3.0 V6 TDI 240 LWB  | £58110 | 236 | 224                  | 45              |
| <b>TOURAN 5dr mpv</b> Good chassis but little inspiration.                        | ★★★★★  |     |                      |                 |
| Bland appearance  | ★★★★★  |     |                      |                 |
| 2.0 TDI 177 Sport   | £28500 | 177 | 150                  | 24              |
| 1.2 TSI 105 S   | £19940 | 104 | 149                  | 17              |
| 1.4 TSI 140 SE  | £23750 | 138 | 159                  | 18              |
| 1.6 TDI 105 Blue Tech S   | £21750 | 104 | 121                  | 14              |
| 1.6 TDI 105 Blue Tech SE  | £23855 | 104 | 121                  | 14              |
| 2.0 TDI 140 Blue Tech SE  | £25620 | 138 | 127                  | 19              |
| 2.0 TDI 140 BlueTech Sp.  | £27080 | 138 | 127                  | 19              |
| <b>SHARAN 5dr mpv</b> Refined, flexible big MPV. Seat version is cheaper          | ★★★★★  |     |                      |                 |
| 2.0 TDI 177 SE  | £30730 | 177 | 152                  | 23              |
| 2.0 TDI 177 SEL   | £33630 | 177 | 152                  | 23              |
| 1.4 TSI 150 S   | £25500 | 148 | 167                  | 16              |
| 1.4 TSI 150 SE  | £27810 | 148 | 167                  | 16              |
| 2.0 TSI 200 SEL DSG   | £33955 | 197 | 198                  | 25              |
| 2.0 TDI 115 S   | £26065 | 113 | 146                  | 14              |
| 2.0 TDI 140 S   | £26815 | 138 | 146                  | 18              |
| 2.0 TDI 140 SE  | £29125 | 138 | 146                  | 18              |
| 2.0 TDI 140 SEL   | £32025 | 138 | 146                  | 18              |
| 2.0 TDI 140 Exec  | £32275 | 138 | 146                  | 18              |
| <b>TIGUAN 5dr 4x4</b> Dull but capable soft-roader. Pricey.                       | ★★★★★  |     |                      |                 |
| but good ride and handling  | ★★★★★  |     |                      |                 |
| 1.4 TSI 160 BMT Match 2WD   | £23955 | 158 | 156                  | 21              |
| 1.4 TSI 160 Match 4WD   | £25645 | 158 | 178                  | 21              |
| 2.0 TDI 140 BMT Match 2WD   | £25150 | 138 | 138                  | 18              |
| 2.0 TDI 140 BMT Match 4WD   | £26920 | 138 | 150                  | 19              |
| 2.0 TDI 177 BMT Match 4WD   | £27925 | 175 | 151                  | 23              |
| 2.0 TSI 180 Match 4WD   | £26485 | 178 | 198                  | 24              |
| 1.4 TSI 160 Blue Tech S   | £21960 | 158 | 156                  | 18              |
| 1.4 TSI 160 S 4WD   | £23650 | 158 | 178                  | 18              |
| 2.0 TSI 210 R-Line 4WD  | £29180 | 208 | 199                  | 22              |
| 2.0 TDI 110 BMT S 2WD   | £22605 | 109 | 138                  | 14              |
| 2.0 TDI 140 BMT S 2WD   | £23155 | 138 | 138                  | 17              |
| 2.0 TDI 140 BMT S 4WD   | £24925 | 138 | 150                  | 17              |
| 2.0 TDI 140 BMT Escape 4WD  | £27610 | 138 | 150                  | 18              |
| 2.0 TDI 140 BMT R-Line 4WD  | £28750 | 138 | 150                  | 18              |
| 2.0 TDI 177 BMT R-Line 4WD  | £29755 | 175 | 151                  | 23              |
| <b>TOUAREG 5dr 4x4</b> Good value, and a great blend of comfort and deftness      | ★★★★★  |     |                      |                 |
| 3.0 V6 TDI 204 SE   | £43605 | 204 | 173                  | 39              |
| 3.0 V6 TDI 204 R-Line   | £46605 | 204 | 173                  | 40              |
| 3.0 V6 TDI 262 SE   | £45405 | 258 | 174                  | 42              |
| 3.0 V6 TDI 262 R-Line   | £48405 | 258 | 174                  | 42              |
| 3.0 V6 TDI 262 Escape   | £45605 | 258 | 180                  | 42              |
| <b>CARAVELLE 5dr mpv</b> Rugged workhorse to carry people                         | ★★★★★  |     |                      |                 |
| 2.0 TDI 140 SE SWB  | £36006 | 138 | 189                  | 25              |
| 2.0 TDI 140 SE 4Mot. SWB  | £38484 | 138 | 206                  | 26              |
| 2.0 TDI 140 SE LWB  | £38190 | 138 | 189                  | 23              |
| 2.0 TDI 140 Exec SWB  | £38856 | 138 | 189                  | 25              |
| 2.0 TDI 140 Exec. 4Mot. SWB   | £41304 | 138 | 206                  | 26              |
| 2.0 BITDI 180 SE SWB  | £38070 | 177 | 192                  | 29              |
| 2.0 BITDI 180 SE 4Mot. SWB  | £40926 | 177 | 208                  | 31              |
| 2.0 BITDI 180 SE LWB  | £40254 | 177 | 192                  | 30              |
| 2.0 BITDI 180 Exec SWB  | £49022 | 177 | 192                  | 30              |
| 2.0 BITDI 180 Exec DSG  | £42840 | 177 | 199                  | 30              |
| 2.0 BITDI 180 Business SWB DSG  | £66822 | 177 | 214                  | 38              |
| 2.0 BITDI 180 Bus. 4Mot. SWB DSG  | £71553 | 177 | 232                  | 39              |
| 2.0 BITDI 180 Ex. 4Mot. SWB   | £43776 | 177 | 208                  | 31              |
| <b>VOLVO</b>  |        |     |                      |                 |
| <b>V40 5dr hatch</b> New hatchback adds Swedish flavour to stock Ford platform    | ★★★★★  |     |                      |                 |
| 1.6 T2 120 ES   | £19195 | 118 | 124                  | 19              |
| 1.6 T2 120 SE Nav   | £19995 | 118 | 124                  | 19              |
| 1.6 T2 120 SE   | £20720 | 118 | 124                  | 19              |
| 1.6 T2 120 SE Nav   | £21520 | 118 | 124                  | 19              |
| 1.6 T2 120 SE Lux Nav   | £23520 | 118 | 124                  | 20              |
| 1.6 T2 120 R-Design   | £21495 | 118 | 124                  | 19              |
| 1.6 T2 120 R-Design Lux   | £22295 | 118 | 124                  | 19              |
| 1.6 T2 120 R-Design Lux Nav   | £23970 | 118 | 124                  | 21              |
| 1.6 T3 150 ES   | £20945 | 148 | 124                  | 20              |
| 1.6 T3 150 SE Nav   | £21945 | 148 | 124                  | 21              |
| 1.6 T3 150 SE   | £22670 | 148 | 124                  | 21              |
| 1.6 T3 150 SE Nav   | £23470 | 148 | 124                  | 21              |
| 1.6 T3 150 SE Lux Nav   | £25470 | 148 | 124                  | 22              |
| 1.6 T3 150 R-Design   | £23445 | 148 | 124                  | 20              |
| 1.6 T3 150 R-Design Lux   | £24245 | 148 | 124                  | 21              |
| 1.6 T3 150 R-Design Lux Nav   | £25920 | 148 | 124                  | 22              |
| 1.6 T4 180 SE Lux Nav   | £26970 | 177 | 129                  | 26              |
| 1.6 T4 180 R-Design Lux Nav   | £27420 | 177 | 129                  | 26              |
| 1.6 T4 180 C-Country Lux Nav  | £27970 | 177 | 129                  | 24              |
| 2.5 T5 254 R-Design Lux Nav   | £31700 | 251 | 189                  | 35              |
| 2.5 T5 254 C-Ctry Lux Nav AWD   | £34100 | 251 | 194                  | 30              |
| 1.6 D2 115 ES   | £21195 | 113 | 88                   | 17              |
| 1.6 D2 115 ES Nav   | £21995 | 113 | 88                   | 17              |
| 1.6 D2 115 SE   | £22720 | 113 | 88                   | 17              |
| 1.6 D2 115 SE Lux   | £23520 | 113 | 88                   | 17              |
| 1.6 D2 115 SE Nav   | £24520 | 113 | 88                   | 17              |
| 1.6 D2 115 SE Lux Nav   | £25520 | 113 | 88                   | 18              |
| 1.6 D2 115 R-Design   | £23295 | 113 | 88                   | 17              |
| 1.6 D2 115 R-Design Lux   | £24295 | 113 | 88                   | 17              |
| 1.6 D2 115 R-Design Lux Nav   | £24970 | 113 | 88                   | 18              |
| 1.6 D2 115 R-Design Lux Nav   | £25970 | 113 | 88                   | 18              |
| 1.6 D2 115 C-Country SE   | £23520 | 113 | 99                   | 16              |
| 1.6 D2 115 C-Country SE Nav   | £24520 | 113 | 99                   | 16              |
| 1.6 D2 115 C-Country Lux  | £25520 | 113 | 99                   | 17              |
| 1.6 D2 115 C-Country Lux Nav  | £26520 | 113 | 99                   | 17              |
| 2.0 D3 150 SE   | £23770 | 148 | 114                  | 22              |
| 2.0 D3 150 SE Nav   | £24570 | 148 | 114                  | 22              |
| 2.0 D3 150 SE Lux Nav   | £26570 | 148 | 114                  | 23              |
| 2.0 D3 150 R-Design   | £24545 | 148 | 114                  | 21              |
| 2.0 D3 150 R-Design Lux   | £25345 | 148 | 114                  | 22              |
| 2.0 D3 150 R-Design Lux Nav   | £27020 | 148 | 114                  | 23              |
| 2.0 D3 150 C-Country SE   | £24870 | 148 | 117                  | 21              |
| 2.0 D3 150 C-Country SE Nav   | £25670 | 148 | 117                  | 21              |
| 2.0 D3 150 C-Country Lux Nav  | £27670 | 148 | 117                  | 22              |
| 2.0 D4 190 SE   | £24970 | 187 | 99                   | 26              |
| 2.0 D4 190 SE Nav   | £25770 | 187 | 99                   | 26              |
| 2.0 D4 190 SE Lux Nav   | £27770 | 187 | 99                   | 27              |
| 2.0 D4 190 R-Design   | £25745 | 187 | 99                   | 25              |
| 2.0 D4 190 R-Design Nav   | £26545 | 187 | 99                   | 25              |
| 2.0 D4 190 R-Design Lux Nav   | £28220 | 187 | 99                   | 26              |
| 2.0 D4 190 C-Country SE Nav   | £26870 | 187 | 112                  | 24              |
| 2.0 D4 190 C-Country Lux Nav  | £28770 | 187 | 112                  | 24              |
| <b>S60 4dr saloon</b> T6 is rapid, all-weather sports car, if a niche choice      | ★★★★★  |     |                      |                 |
| 1.6 D2 R-Design Lux Nav S-S   | £31745 | 113 | 103                  | 20              |
| 1.6 D2 R-Design Lux S-S   | £30745 | 113 | 103                  | 20              |
| 1.6 D2 R-Design Lux S-S   | £29245 | 113 | 103                  | 19              |
| 1.6 D2 R-Design S-S   | £28245 | 113 | 103                  | 18              |
| 1.6 D2 SE Lux Nav S-S   | £30045 | 113 | 103                  | 19              |
| 1.6 D2 SE Lux S-S   | £29045 | 113 | 103                  | 19              |
| 1.6 D2 SE Nav S-S   | £27745 | 113 | 103                  | 18              |
| 1.6 D2 SE S-S   | £26745 | 113 | 103                  | 18              |
| 1.6 T3 R-Design Nav S-S   | £28305 | 148 | 135                  | 23              |
| 1.6 T3 SE Nav S-S   | £28605 | 148 | 135                  | 23              |
| 2.0 D3 R-Design Lux Nav S-S   | £32595 | 134 | 114                  | 25              |
| 2.0 D3 R-Design Lux S-S   | £31795 | 134 | 114                  | 25              |
| 2.0 D3 R-Design Nav S-S   | £30095 | 134 | 114                  | 24              |
| 2.0 D3 SE Lux Nav S-S   | £30895 | 134 | 114                  | 24              |
| 2.0 D3 SE Nav S-S   | £28595 | 134 | 114                  | 23              |
| 2.0 D4 R-Design Lux Nav S-S   | £33845 | 178 | 99                   | 29              |
| 2.0 D4 R-Design Lux S-S   | £32645 | 178 | 99                   | 29              |
| 2.0 D4 R-Design Nav S-S   | £31345 | 178 | 99                   | 28              |
| 2.0 D4 R-Design S-S   | £30145 | 178 | 99                   | 28              |
| 2.0 D4 SE Lux Nav S-S   | £32145 | 178 | 99                   | 29              |
| 2.0 D4 SE Lux S-S   | £30945 | 178 | 99                   | 29              |
| 2.0 D4 SE Nav S-S   | £29845 | 178 | 99                   | 28              |
| 2.0 D4 SE S-S   | £28645 | 178 | 99                   | 27              |
| 2.4 D5 R-Design Lux Nav S-S   | £35395 | 212 | 119                  | 31              |
| 2.4 D5 R-Design Lux S-S   | £32895 | 212 | 119                  | 31              |
| 2.4 D5 SE Lux Nav S-S   | £33695 | 212 | 119                  | 30              |
| 1.6 T3 Business Edition S-S   | £21005 | 148 | 135                  | 21              |
| 1.6 T3 SE S-S   | £26005 | 148 | 135                  | 22              |
| 1.6 T3 R-Design S-S   | £27505 | 148 | 135                  | 23              |
| 1.6 D2 Business Edition S-S   | £21745 | 113 | 103                  | 17              |
| 2.0 D3 Business Edition S-S   | £22395 | 134 | 114                  | 22              |
| 2.0 D3 SE S-S   | £27795 | 134 | 114                  | 23              |
| 2.0 D3 SE Lux S-S   | £30095 | 134 | 114                  | 24              |
| 2.0 D3 R-Design S-S   | £29295 | 134 | 114                  | 23              |
| 2.0 D4 Business Edition S-S   | £24045 | 178 | 99                   | 26              |
| <b>5dr estate</b> Appealing cabin, nice looks and smooth drive. Too small         | ★★★★★  |     |                      |                 |
| 1.6 D2 R-Design Lux Nav S-S   | £33045 | 113 | 108                  | 20              |
| 1.6 D2 R-Design Lux S-S   | £32045 | 113 | 108                  | 19              |
| 1.6 D2 R-Design Nav S-S   | £30445 | 113 | 108                  | 18              |
| 1.6 D2 R-Design S-S   | £29445 | 113 | 108                  | 18              |
| 1.6 D2 SE Lux Nav S-S   | £31345 | 113 | 108                  | 19              |
| 1.6 D2 SE Lux S-S   | £30345 | 113 | 108                  | 19              |
| 1.6 D2 SE Nav S-S   | £28945 | 113 | 108                  | 18              |
| 1.6 D2 SE S-S   | £27945 | 113 | 108                  | 17              |
| 1.6 T3 R-Design Nav S-S   | £29505 | 148 | 139                  |                 |





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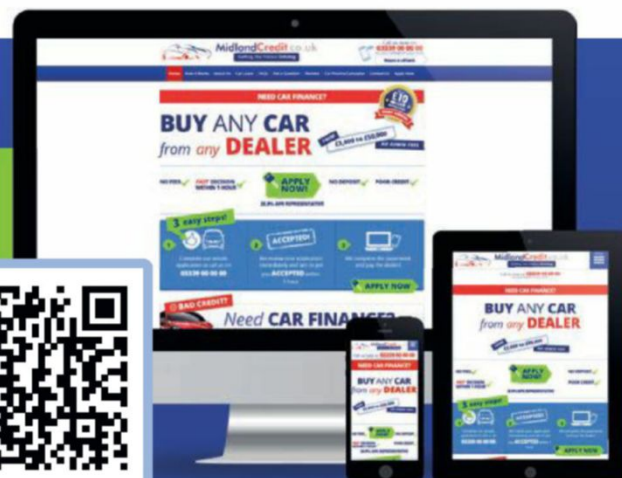
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EVORA 2dr coupé★★★★★

Evora 2+21625.413.04.78.22.327625827.824/33138226.8.09

Evora S 2+01724.511.34.06.82.434529534.821/26143030.3.11

EXIGE S 2dr coupé★★★★★

Exige S1704.19.63.75.52.53452952721/3011763.4.13

MASERATI

GRANTURISMO 2dr coupé★★★★★

4.2 GT1775.613.04.9\*2.82.840033932.118/2719752.2.08

GRANCABRIO 2dr open★★★★★

4.7 V81755.111.94.511.22.443336232.117/22208514.7.10

Ghibli 4dr saloon★★★★★

Diesel1556.517.26.05.12.727144343.331/40183512.3.14

MAZDA

2.5dr hatch★★★★★

1.5 Sky-V-G SE11410.438.07.020.23.18910927.951/55105022.4.15

2.5dr hatch★★★★★

3.2 SE-L1309.026.69.19.93.014828029.746/6014704.12.13

5.5dr MPV★★★★★

1.6D Sport11112.5-13.411.12.911319931.335/40155516.2.11

6.4dr saloon/5dr estate★★★★★

2.2 Sport Nav1397.921.27.17.92.71733093544/56148023.1.13

MX-5 2dr open★★★★★

1.5 SE-L Nav1278.424.87.914.73.312911124.546/4910502.9.15

CX-3 5dr hatch★★★★★

1.5D SE-L Nav11010.334.710.310.3-10419934.859/60127522.7.15

CX-5 5dr hatch★★★★★

2.2 Sport Nav1269.428.09.19.72.314828034.924/55157513.6.12

MCLAREN

650S 2dr coupé/roadster★★★★★

3.8 V8 Spider2043.26.32.25.92.564150035.418/24146830.7.13

P1 2dr coupé★★★★★

P12172.85.22.26.02.390366436.019/6--7.5.14

MERCEDES-AMG

C63 4dr saloon★★★★★

C631554.49.73.47.52.746947938.119/2517153.6.15

GT 2dr coupé★★★★★

S1933.67.82.85.52.550347934.720/29171529.7.15

MERCEDES-BENZ

A-CLASS 5dr hatch★★★★★

A200 CDI Sport1308.928.39.010.12.513422137.148/5814757.1.12

A45 AMG1684.211.54.34.52.835532238.127/37155514.8.13

B-CLASS 5dr MPV★★★★★

B200 CDI Sport1309.428.89.611.92.713422137.820/52149529.2.12

C-CLASS 4dr★★★★★

C220 Bluetec1458.122.98.11.72.816829542.441/51170023.7.14

CLA 4dr coupé/5dr estate★★★★★

220 CDI Sport1438.323.18.04.82.916825837.344/54152526.6.13

200 CDI S'Brk13410.129.79.611.93.413422133.553/59155518.1.15

SLK 2dr cc★★★★★

SLK 2001497.518.97.09.92.818118431.330/41148527.7.11

E-CLASS 4dr saloon/5dr estate/2dr convertible★★★★★

E250 CDI auto1497.720.37.4\*4.42.920136734.836/42178024.6.09

E350 CDI estate1496.919.26.9\*4.02.922839838.929/36199517.2.10

E250 CGI cab1557.419.67.54.52.420122930.026/36174514.4.10

CLS 4dr coupé/5dr estate★★★★★

350 BlueEff.1556.516.05.7\*3.32.530227337.629/38177513.4.11

350 CDI S'Brake1557.018.56.4\*3.82.926145739.636/4319809.1.13

S-CLASS 4dr saloon/2dr coupé★★★★★

S350 Bluetec1557.319.06.8\*3.92.725545745.634/44197516.10.13

S63 AMG coupé1554.59.63.46.82.757766442.822/2520703.12.14

GLA 5dr 4x4★★★★★

220 CDI SE1348.123.87.84.72.6516825836.440/48153514.5.14

M-CLASS 5dr 4x4★★★★★

ML2501308.828.49.311.02.920136836.238/4123102.5.12

GL 5dr 4x4★★★★★

GL350 AMG Spt1378.324.88.25.0\*2.625545737.728/33245524.7.13

SL 2dr convertible★★★★★

SL15001554.39.93.66.52.742951639.610/2418158.8.12

SL63 AMG1554.610.43.88.72.551846534.317/2120007.5.08

MG

3 5dr hatch★★★★★

1.5 3Form Spt10811.441.511.619.62.810510122.237/41115025.12.13

6 5dr hatch★★★★★

1.8 T1208.825.89.2112.81581592829/37152511.5.11

MINI

MINI 3dr hatch★★★★★

Cooper S1466.917.15.96.72.518922126.435/5412352.4.14

JCW GP1506.614.95.25.62.421519223.634/45116020.2.13

CLUBMAN 5dr hatch★★★★★

Cooper D1328.625.98.210.02.914824334.951/52132025.1.15

COUNTRYMAN 5dr hatch★★★★★

Cooper D All411511.1-11.516.12.611019934.839/43147529.9.10

COUPE 2dr coupé★★★★★

JCW1497.217.06.06.02.820820723.933/46123026.10.11

ROADSTER 2dr convertible★★★★★

Cooper S1418.119.97.38.02.518217723.733/4512609.5.12

MITSUBISHI

ASX 5dr hatch★★★★★

1.8 DiD 312410.028.810.18.62.814822129.649/57149021.7.10

OUTLANDER 5dr 4x4★★★★★

2.2 DiD GX511810.232.910.111.13.0714726534.738/45167527.3.13

PHEV GX4hs10610.030.59.56.23.0200245-44/38181016.4.14

MORGAN

PLUS 8 2dr convertible★★★★★

4.8 V8-4.911.14.08.33.239037036.024/32123022.8.12

3 Wheeler 2dr convertible★★★★★

3 Wheeler1158.029.97.75.13.568010321.330/-5206.6.12

NISSAN

MICRA 5dr hatch★★★★★

1.2 Tekna10511.6-12.318.73.0798122.645/53100219.1.11

NOTE 5dr hatch★★★★★

1.2 Acenta Prm10612.6-13.420.32.9798121.842/5410369.10.13

PULSAR 5dr hatch★★★★★

1.5 dCi in-tec11810.935.510.813.12.910819235.750/57130712.11.14

JUKE 5dr hatch★★★★★

Acenita 1.611110.341.69.912.73.011511719.536/4612303.11.10

Nismo 1.61346.917.26.07.22.519518423.831/39129522.5.13

Nismo RS1377.518.76.09.03.22120723.934/35134111.3.15

LEAF 5dr hatch★★★★★

Leaf9110.9-11.47.32.81072078.76320Wh/m154527.4.11

QASHQAI 5dr hatch★★★★★

1.5 dCi 2WD11310.839.211.112.92.910919235.049/56136519.2.14

X-TRAIL 5dr hatch★★★★★

1.6 dCi 2WD11711.239.711.711.23.012823632.842/48155013.8.14

370Z 2dr coupé★★★★★

370Z1555.412.84.79.92.432627030.526/34150829.7.09

GT-R 2dr coupé★★★★★

Black Edition1933.88.53.65.32.547843428.119/2817756.5.09

NOBLE

M600 2dr coupé★★★★★

M6002253.56.82.54.72.4565060429.918/25130514.10.09

PEUGEOT

208 3/5dr hatch★★★★★

1.2 VTI Active10914.2-14.59.12.9818721.241/45108018.7.12

GTi 30th1436.516.15.86.72.920522125.641/42116011.2.15

308 3/5dr hatch★★★★★

1.6 e-HDi 11511810.132.610.413.93.011419938.548/59139515.1.14

508 SW estate★★★★★

2.0 HDi 1631389.628.69.75.82.5716125532.332/46168025.5.11

2008 Mini SUV★★★★★

1.6 e-HDi11710.737.811.511.83.211419932.749/59118019.6.13

3008 5dr hatch★★★★★

Sport HDi 11501219.429.19.19.52.114825132.244/50158011.11.09

Hybrid4189.031.68.98.62.6161+36221+14832.741/49179025.1.12

5008 5dr MPV★★★★★

1.6 HDi 11011413.022.013.29.83.110719228.120/48154727.1.10

RCZ 3dr coupé★★★★★

R THP 2701556.815.35.583.026624324.236/44135512.2.14

PORSCHE

BOXSTER 2dr convertible★★★★★

S 341724.711.44.214.22.931126640.325/32142027.6.12

CAYMAN 3dr coupé★★★★★

2.71655.913.65.18.22.727121423.929/34138524.4.13

GT41834.610.06.02.538031025.528/-134023.9.15

911 2dr coupé★★★★★

Carrera1804.810.83.811.72.334528832.821/3514457.3.12

Targa1824.39.83.615.02.439432537.921/29157818.6.14

Turbo S1973.07.12.66.82.65525337.920/3116058.1.14

GTS RS1933.47.82.86.92.449333924.220/28149519.8.15

918 SPYDER 2dr coupé★★★★★

4.6 V82142.65.31.92.22.387494441.228/44174022.10.14

PANAMERA 5dr hatch★★★★★

4.8 Turbo1884.09.23.413.52.549356745.020/28204520.9.09

MACAN 5dr 4x4★★★★★

Turbo1654.711.84.37.92.439440635.722/3120004.6.14

RADICAL

SR3 SL 2dr★★★★★

SR3 SL1613.48.43.74.82.724526524.914/-76530.11.11

RENAULT

TWINGO 5dr hatch★★★★★

Dynamique9417.6-19.129.42.9696720.842/5286529.10.14

ZOE 5dr hatch★★★★★

Dynamique8412.3-13.99.12.9871627.8250Wh/m146831.7.13

CLIO 5dr hatch★★★★★

0.9 TCE11313.4-13.99.12.88910023.838/4710096.3.13

RS 200 Turbo1437.420.96.99.12.819717720.832/37120423.10.13

MEGANE 3/5dr hatch★★★★★

250 Cup1566.013.74.96.62.724725128.428/34132013.1.10

275 Trophy-R1586.414.05.06.43.12712662726/3312975.11.14

SCENIC 5dr MPV★★★★★

Grand 1.4 Tce12111.034.810.49.22.312914022.128/36145716.9.09

KADJAR 5dr hatch★★★★★

1.5dCi D'que S Nv11314.5-14.617.22.310819235.052/69138021.10.15

ROLLS-ROYCE

PHANTOM 4dr saloon★★★★★

Phantom1496.014.75.3\*3.02.745353138.78/1724852.4.03

2dr Coupé1556.115.55.9\*3.42.945353138.77/18249527.8.08

GHOST 4dr saloon★★★★★

Ghost1554.910.63.9\*2.32.656357546.018/2324507.7.10

WRAITH 2dr coupé★★★★★

Wraith1554.610.04.5\*2.12.962459045.915/27243521.5.14

SEAT

IBIZA 3/5dr hatch★★★★★

Cupra 1.4 TSI1407.019.66.3\*3.62.417818421.331/40117221.10.09

LEON 3/5dr hatch★★★★★

SC 2.0 TDI FR1428.022.17.59.62.918128035.647/5413504.9.13

Cupra SC 2801555.913.64.47.12.727625827.228/36144126.3.14

ALHAMBRA 5dr MPV★★★★★

2.0 TDI 170 DSG12710.538.311.2\*7.03.016825830.535/40193511.2.10

SMART

FORTWO 3dr hatch★★★★★

Prime9611.2-11.412.33.2899722.3-/-8804.3.15

SKODA

FABIA 5dr hatch★★★★★

1.2 TSI 90 SE-L11312.64.612.515.03.48911826.145/49110921.1.15

OCTAVIA 4dr saloon/5dr estate★★★★★

1.6 TDI SE12111.643.012.513.62.710418432.346/56123010.4.13

RAPID 4dr saloon★★★★★

1.2 TSI11411.345.511.514.22.98411826.140/4711755.12.12

SUPERB 5dr hatch/estate★★★★★

2.0 TDI SE1358.824.98.211.22.814825137.247/5415059.9.15

YETI 5dr SUV★★★★★

2.0 TDI 14011910.739.111.212.32.713823634.536/4615457.10.09

SUBARU

XV 5dr hatch★★★★★

2.0D SE1208.929.19.510.12.714525834.739/51146521.3.12

FORESTER 3/5dr hatch★★★★★

2.0D EX1189.936.510.511.02.914525833.041/4915405.6.13

WRX 4dr saloon★★★★★

STi Type UK1595.413.35.19.42.829630027.623/31153425.6.14

SUZUKI

SWIFT 3/5dr hatch★★★★★

1.2 SZ410311.637.211.118.73.0938721.543/47101015.9.10

CCELERIO 5dr hatch★★★★★

1.0 SZ49612.9-14.325.03.0676622.454/5783525.3.15

SX4 S-CROSS 5dr hatch★★★★★

1.6 DDIS SZ411110.032.610.18.92.5711823635.157/67129030.10.13

VITARA 5dr hatch★★★★★

1.6 SZ51129.529.89.515.5-11811524.349/47107529.4.15

TESLA

MODEL S 5dr hatch★★★★★

Performance1304.711.73.72.22.74164438.741Wh/m210811.9.13

TOYOTA

AYGO 5dr hatchback★★★★★

1.0 VVTi9913.9-15.224.13.0687022.549/639002.7.14

YARIS 5dr hatchback★★★★★

1.33 TR11411.543.610.919.62.9989223.742/51106528.9.11

VERSO-S 5dr hatchback★★★★★

1.3 T Spirit10612.138.511.719.22.9989221.739/4811259.3.11

GT86 3dr coupé★★★★★

2.0 manual1407.418.86.810.62.619715123.530/45123547.1.2

AURIS 3/5dr hatch★★★★★

1.6 T Spirit1179.930.79.413.42.712211620.030/37127517.1.07

PRIUS 5dr hatch★★★★★

T Spirit11210.935.010.9\*6.62.998+80105+153-48/5614158.7.09

LAND CRUISER V8 5dr 4x4★★★★★

4.5D-4D1308.627.59.1\*5.43.028247940.318/20288030.1.08

VAUXHALL

ADAM 5dr hatch★★★★★

1.2 Jam ecoFLEX10314.3-15.320.82.8688521.839/4510866.2.13

VIVA 5dr hatch★★★★★

1.0 SE A/C10613.0-14.119.0-747020.349/5593815.7.15

CORSA 3/5dr★★★★★

1.4 SRi VX-Line11511.745.112.115.32.99914834.837/42117619.11.14

VXR1437.218.36.47.82.420218123.829/3412806.5.15

MERIVA 5dr MPV★★★★★

1.4T 140 SE1229.428.38.713.12.613814825.531/3714652.6.10

ASTRA 5dr hatch★★★★★

1.6 CDTi 136 SRi1278.825.78.88.62.613423633.455/58135030.9.15

INSIGNIA 5dr hatch/estate★★★★★

2.0 CDTi 1601359.125.38.410.32.715825836.119/44165519.11.08

ZAFIRA TOURER 5dr★★★★★

2.0 CDTi 16512910.436.810.214.33.216325837.738/46180515.2.12

MOKKA Mini SUV★★★★★

1.4T11810.030.69.413.73.013814826.132/40135028.11.12

VXR8 4dr saloon★★★★★

GTS1554.810.23.74.22.557754634.918/25188230.4.14

VOLKSWAGEN

UP 3dr hatch★★★★★

1.0 High Up10613.8-14.718.62.8747020.544/599457.12.11

POLO 3/5dr hatch★★★★★

1.2 T0PS SE10314.2-15.423.22.9698322.841/51107523.9.09

1.4 TSI BluetG1307.522.27.18.02.913818428.140/49121213.2.13

GOLF 3/5dr hatch★★★★★

GTI Perf. DSG1556.516.45.98.92.822725834.432/38140210.7.13

2.0 TDI1349.627.68.611.72.914823637.444/56139016.1.13

R1554.812.04.36.52.929628027.134/2914959.4.14

e-Golf8710.5-11.07.02.71131997.6244Wh/m158510.9.14

GTE13877.18.26.17.72.52012587.644/45159920.5.15

SCIROCCO 2dr coupé★★★★★

2.0 TSI GT1446.717.06.17.92.719720720.629/39139010.9.08

2.0 TSI R1556.513.74.95.92.726125826.328/34140024.2.10

PASSAT 4dr saloon/5dr estate★★★★★

2.0 TDI 190 GT1448.723.68.113.13.218729537.945/5216144.2.15

TIGUAN 5dr 4x4★★★★★

2.0 TDI Sport11510.337.510.99.92.913823630.031/39175528.11.07

TOUAREG 5dr 4x4★★★★★

3.0 V6 TDI SE1356.919.86.8\*3.92.723640638.532/3721551.9.10

CARAVELLE 5dr MPV★★★★★

2.0 BiTDi Exec12611.636.111.710.23.220133222.738/45238623.12.15

VOLVO

V40 4dr hatch★★★★★

D3 SE Lux1308.926.68.710.22.814825836.546/52154515.8.12

S60 4dr saloon★★★★★

D4 SE Nav1437.620.46.99.23.017929539.446/5915805.3.14

V60 5dr estate★★★★★

D5 SE Lux1438.121.07.18.22.720231039.232/4817008.12.10

Plug-in Hybrid1346.117.25.53.22.627938234.344/49195515.1.13

Polestar15515.31.14.69.02.634936934.826/32183415.10.14

XC60 5dr 4x4★★★★★

D5 SE Lux1189.530.59.5\*5.82.918229533.617/36193026.11.08

XC90 5dr 4x4★★★★★

D5 Momentum1378.323.98.3\*5.0-22234733.637/39200917.6.15

WESTFIELD

SPORT TURBO 3dr hatch★★★★★

ST3 UK2001424.612.66.94.73.120118522.725/-6503.10.12

ZENOS

E10 0dr open★★★★★

S1404.311.24.15.32.925029533.921/237257.10.15



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| 90 BL | 33 FD | KW 48 | 92 RD | 444 GM | 444 GM  | L 43   | 4 RON   | 5 YYY    | 8 DEM    | DS 8693 | 3 ECC    |
| 92 BL | 27 FK | 19 LD | 34 RE | 7 GS   | 7 GS    | LJ 2   | 1 RH    | Dateless | 39 DER   | DSW 93  | 911 EC   |
| 86 BL | 34 FM | 11 LE | 27 RM | AK 6   | GS 146  | LJ 3   | 5 RY    | 4905 CR  | 1619 DF  | DT 6    | ECC 666  |
| 56 BN | FM 19 | 30 LE | RG 65 | AK 7   | 17 H    | LJ 4   | 8 S     | 13 CRJ   | 3368 DF  | DTR 545 | 3 EDR    |
| 67 BN | 48 FP | 42 LE | RG 67 | AML 77 | H 97    | LJ 6   | 2 SLK   | 975 CRT  | 763 DF   | 1146 DT | EDS 11   |
| 23 BO | FV 10 | 78 LF | RG 69 | 10 BCC | HAI 1G  | 7 LX   | 9 SOL   | CSC 73   | 444 DG   | 4000 DT | EDZ 761  |
| 56 BR | 43 FW | 92 LJ | 39 RN | BF 7   | HB 7    | M 36   | 5 SPY   | 8 CST    | DH2 5809 | 8482 DT |          |
| 32 CA | 56 GE | 47 LW | RP 11 | BF 11  | 4 HER   | M 55   | 1111 T  | CSU 473  | DIB 880  | 29 DUP  |          |
| 84 CA | 56 GF | 92 LW | 59 RS | BK 4   | 5 HER   | M 63   | 58 T    | CU 2047  | 71 DJO   |         |          |
| 54 CB | 58 GH | 15 MC | 44 SB | BR 6   | 1 HKV   | FSO 1  | 94 T    | CU 6590  | 192 DKH  |         |          |
| 93 CB | 37 GS | 11 MG | 89 SB | 7 BUD  | 10 HY   | MT 5   | TES5S   | CU 9401  | DKK 80Y  |         |          |
| CB 26 | 58 GT | MG 65 | 32 SM | 7 BX   | 4 JAK   | MT 15  | TH11MAS | 69 CUK   | DKZ 786  |         |          |
| 88 CN | 19 HE | 75 MJ | 86 SN | 82 C   | 4 JEY   | 333 MW | T1 TCH  | 10 CUL   | DLS 1M   |         |          |
| 43 CS | HM 33 | 22 MU | SN 13 | C 144  | 3333 J  | 47 N   | 111 TK  | CWE 83   | DLS 90   |         |          |
| 49 CS | 56 HM | 56 ND | 86 TK | 4 CAT  | JJ 2    | 67 N   | TOM 3Y  | 8 CWS    | 20 DLW   |         |          |
| 13 CT | 56 JA | 33 NF | 65 TU | 8 CAT  | JJ 3    | 69 N   | TON 9   | 381 D    | 555 DM   |         |          |
| 19 CT | JB 39 | 29 NL | 24 TN | 2 DOG  | 333 JJJ | NAS1R  | TON 17  | D 717    | 7777 DM  |         |          |
| CK 20 | 39 JD | 84 NT | 75 TN | 5 DOS  | JON 1N  | 7 NJ   | 898 TR  | 101 DA   | 848 DMH  |         |          |
| 47 CW | 16 JH | OO 77 | 15 TT | 1 DR   | JOY 1S  | 4 NJU  | 1 UA    | 8867 DA  | DNL 17   |         |          |
| 33 DL | JH 54 | 11 OU | 31 TT | D1 SHY | JS 535  | NO 4   | 9 USA   | 983 DA   | 732 DOK  |         |          |
| 75 DM | 53 JB | 80 OL | 98 TT | 1 DT   | JW 260  | 18 O   | V1NEE   | 14 DAS   | DOK 192  |         |          |



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**Tel** +44 (0)20 8267 5630  
**Email** autocar@haymarket.com  
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**Editorial director, Automotive** Jim Holder  
**Editor-in-chief** Steve Cropley  
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**Special correspondents** Mauro Calo, Jesse Crosse, Hilton Holloway, Peter Liddiard, Julian Rendell, Richard Webber

**MEDIA ENQUIRIES**

**Tel** +44 (0)20 8541 3434  
**Contact** Greg Cartwright (greg@performancecomms.com)

**SUBSCRIPTIONS**

**Tel** 0844 848 8816  
**Overseas** +44 (0)1795 592 972  
**Email** autocar@servicehelpline.co.uk

**SYNDICATION ENQUIRIES**

**Tel** +44 (0)1962 867705  
**Contact** Simon Fox (syndication@autocar.co.uk)

**LICENSING ENQUIRIES**

**Tel** +44 (0)20 8267 5024  
**Contact** Isla Friend (isla.friend@haymarket.com)

**BACK ISSUES**

**Tel** 0844 8488816 **Email** autocar@servicehelpline.co.uk

**ADVERTISING**

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 haymarketgroup.com  
**Tel** +44 (0)20 8267 5000

**Editorial director** Mark Payton  
**Strategy & planning director** Bob McDowell  
**Managing director** David Prasher  
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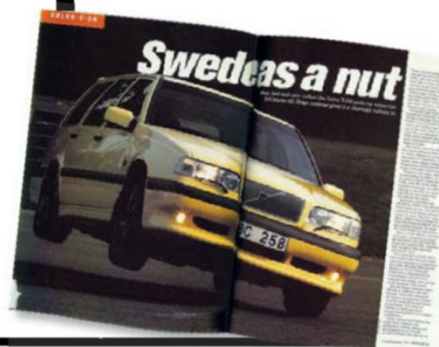


MATT BURT

Rear View Mirror: tales from our archive

# Volvo's first 150mph mega-estate

## 2 November 1994



**R**ecent news that Volvo is planning a Polestar-fettled version of its upcoming V90 estate should come as music to the ears of fans of fast wagons. However, the fact that it will be a hybrid probably means it won't be as aurally exciting as the throbbing five-pot that powered the Swedes' first spirited load-lugger, the 850 T-5R.

Inspired by the 850 estate campaigned by the likes of Dutchman Jan Lammers in the 1994 British Touring Car Championship and using a modified version of the five-cylinder unit fitted to the crowd-pleasing racing car, the T-5R came as something of a shock at the time. Just 200 of the 2500 production run came to the UK, at a price of £26,995 for the saloon and £27,995 for the estate. Colour choice was confined to primrose yellow or stealth black.

Bored out to 2.3 litres and fitted with a deep-breathing turbocharger, the 20-valve engine had already seen service in the T-5 saloon. But for those occasions when 225bhp at 5200rpm just wasn't enough, Volvo remapped the engine management system to allow 30-second bursts of overboost, resulting in 240bhp at 5600rpm and 221lb ft at 2000rpm. Stiffer springs and larger brake discs completed the mechanical tweaks, along with a set of 17in anodised wheels.

Writing in Autocar at the time, Hugo

**'The T-5R picks up its skirts and hurtles you, the car and any accompanying wardrobes towards the horizon'**

Andreae relayed his impressions of the car: "Stomp on the throttle and the front wheels fight for grip, the tyres struggling to put all 240 horses on the Tarmac. But as soon as the tyres dig in, you can forget about the acres of steel and glass behind you. The T-5R just picks up its skirts and hurtles you, the car and any accompanying wardrobes towards the horizon at an unseemly pace.

"Not that the T-5R is outrageously fast in the grand scheme of things. A Ferrari would still crush it, a BMW 540i would dismiss it and even the Volvo 850 T-5 on which the T-5R is based might cause a few blushes at Volvo."

Indeed, when Autocar figured the T-5R saloon, it proved to be slower than the supposedly inferior T-5 estate, recording a 0-60mph sprint time of 7.3sec, as opposed to the T-5's 7.0sec.

"It's a disappointing result that we can only put down to the T-5R's extra 100kg of standard equipment, which includes electric memory front seats and air-con," wrote Andreae. "Only on the maximum speed runs did the T-5R's extra horses really start to flex their muscles, powering the car to 144mph on Millbrook's high-speed bowl.

"We can't help but feel that some customers will be disappointed to find the regular T-5 outsprints their T-5R. At least they can salvage some comfort from the knowledge that the T-5R looks and feels far faster than a family estate has any right to."

The ride left a lot to be desired, too. "An owner might have to reserve every other Friday afternoon for a session with the local osteopath," reckoned our man.

"The payback for this impromptu pummelling is a prodigious amount of grip that will soon have your Labrador bouncing around the cargo bay," wrote Andreae. "Better to strap him down and fit neck braces to your children before taking the twisty route home.

"Restraint isn't in the T-5R's vocabulary," concluded Andreae. "The car goes hard, stops hard, rides hard and looks harder still. What the T-5R lacks in manners it more than makes up for in presence. Whether you want that kind of presence is a different matter."

Got an opinion? Email us at [autocar@haymarket.com](mailto:autocar@haymarket.com)



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